



TIP ACTIONS

BOARD | SEPTEMBER 2025



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215.592.1800
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DELAWARE VALLEY
 **dvrpc**
REGIONAL
PLANNING COMMISSION

TIP Actions for September 2025

The following projects require formal TIP modifications or amendments this month for the FFY2025 TIP for Pennsylvania. Attached is the Action statement ("Pink Sheet") for the project followed by the TIP "Before/After" description page and supporting documentation, such as request letters, and maps, as needed. Towards the end of the package in a separate section are financial constraint charts and any other information that may be helpful to you as you review this package.

- a) **PA25-060: 2025 Statewide PROTECT Distribution Fund Projects (Various MPMS #'s), Various Counties – Accept New Projects into the TIP**
- b) **PA25-061: Chester County Electric Vehicle Charging Program - Phase 2 (MPMS #82031), Chester County – Add New Project to the TIP**
- c) **PA25-062: Montgomery County Electric Vehicle Charging Program (MPMS #82029, Montgomery County – Add New Project to the TIP**
- d) **PA25-063: Cottman Avenue: Castor Avenue to US 1 Streetscapes and Corridor Safety (MPMS #82199 and #118100), City of Philadelphia – Add New Projects to the TIP**
- e) **PA25-064: Bellwether District Master Study (MPMS #118010), City of Philadelphia – Add New Project to the TIP**

PLEASE NOTE THAT THERE ARE ALSO PENNDOT, NJDOT, NJ TRANSIT, DVRPC LOCAL ADMINISTRATIVE AND/OR INFORMATIONAL ACTIONS INCLUDED FOR YOUR INFORMATION AT THE END OF THE PACKET IN THE "FISCAL CONSTRAINT CHARTS" SECTION.

ACTION ITEM

Date Prepared: September 11, 2025

COMMISSIONER'S SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

SEPTEMBER 25, 2025

Agenda Item:

5a. PA25-060: Statewide PROTECT Distribution Fund Projects (Various MPMS #s), Various Counties – Accept New Projects into the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC accept the listed PROTECT Distribution Fund projects and their associated funding into the FFY2025 TIP for Pennsylvania. Four projects with a total amount of \$5,525,000 in PRTCT funding will be added to the TIP for Preliminary Engineering and Construction in FFY25. The Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Formula Program funds are additional to the region and are outside the Core Funding distributions.

The following are new PROTECT projects awarded funding in the DVRPC region:

Montgomery County

- East High Street over Sprogels Run (MPMS #16651) – \$2,880,000 (\$280,000 PRTCT for PE and \$2,600,000 PRTCT for CON in FFY25) to replace the East High Street Bridge over Sprogels Run in Lower Pottsgrove Township.

Various Counties

- Districtwide SWM/MS4 Improvements Group 1 (MPMS #57630) – \$850,000 (\$150,000 PRTCT for PE and \$700,000 PRTCT for CON in FFY25) to upgrade nine Stormwater Control Measure (SCM) sites across District 6-0.
- Districtwide SWM/MS4 Improvements Group 2 (MPMS #81915) – \$1,245,000 (\$185,000 PRTCT for PE and \$1,060,000 PRTCT for CON in FFY25) to upgrade 11 SCM sites across District 6-0.
- Structure Hardening Group 2025 (MPMS #61936) - \$550,000 (\$50,000 PRTCT for PE and \$500,000 PRTCT for CON in FFY25) to repair scour holes and remediate scour issues on four structures:
 - Quakertown Road over Cooks Creek

- US 202 Bypass over Little Valley Creek
- US 202 over Branch of Trout Creek
- Susquehanna Road over Tributary of Wissahickon Creek

Financial Constraint:

Financial constraint will be maintained as these are additional and external funds to DVRPC's Core funding.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$5,525,000 PRTCT

Date Action Required:

September 25, 2025

Recommendations:

RTC – Recommends approval.

Staff – Recommends approval.

Action Proposed:

The DVRPC Board approves TIP Action PA25-060, PennDOT's request that DVRPC accept the listed PROTECT Distribution Fund projects and their associated funding into the FFY2025 TIP for Pennsylvania. Four projects with a total amount of \$5,525,000 in PRTCT funding will be added to the TIP for Preliminary Engineering and Construction in FFY25:

Montgomery County

East High Street over Sprogels Run (MPMS #16651) – \$2,880,000 PRTCT

Various Counties

Districtwide SWM/MS4 Improvements Group 1 (MPMS #57630) – \$850,000 PRTCT

Districtwide SWM/MS4 Improvements Group 2 (MPMS #81915) – \$1,245,000

PRTCT

Structure Hardening Group 2025 (MPMS #61936) - \$550,000 PRTCT

Attachments:

1. PennDOT Statewide FCC #251

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-060

Montgomery

MPMS# 16651 **East High Street over Sprogels Run**
AQ Code S10 **LIMITS:** Sunnybrook Avenue to Porter Road
Latitude: **MUNICIPALITIES** Lower Pottsgrove Township
Longitude: Bridge Repair/Replacement

PROJ MANG: N. Velaga

This project involves the rehabilitation and hardening of the existing 2-span stone masonry arch bridge that carries High Street over Sprogels Run in Lower Pottsgrove Township, Montgomery County, PA. The scope of work includes hardening the arches by removing the fill, dismantling and reconstructing the arches and spandrel walls. Proposed resilience improvements include:

1) rehabilitation and improvement of an existing eligible surface transportation facility
2) strengthening systems that remove rainwater from surface transportation facilities

Summary of Action:

Action to accept the PROTECT project, East High Street over Sprogels Run, as well as the project's associating funds, \$280,000 PRTCT for preliminary engineering in FFY25 and \$2,600,000 PRTCT for construction in FFY25 into the FFY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	PRTCT	280											
CON	PRTCT	2,600											
		2,880	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		2,880		Total FY2029-2032		0		Total FY2033-2036		0	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-060

Various

MPMS# 57630 *Districtwide SWM/MS4 Improvements Group 1*

AQ Code NRS

LIMITS:

Latitude: MUNICIPALITIES Various

Longitude: Other

PROJ MANG: C. Venditti

9 Stormwater Control Measure (SCM) sites across District 6-0 owned and maintained by PennDOT, that are under performing or pose a risk to safety of the surrounding area are proposed to be upgraded and strengthened in order to increase resiliency and improve performance of surface transportation assets. These SCMs have been identified through the Visual Site Inspections (VSI's) and Condition Assessment Inspections (CAIs) which are occurring as part of the statewide NPDES/MS-4 stormwater compliance program. Specific site work may include but is not limited to installing rock protection, inlet and outlet structure upgrades, stabilizing areas of erosion, and increasing or improving adjacent roadway drainage systems to prevent flooding.

Proposed resilience improvements include:

- 1) rehabilitation and improvement of an existing eligible surface transportation facility,
- 2) incorporation of natural infrastructure,
- 3) strengthening systems that remove rainwater from surface transportation facilities, and
- 4) upgrades to and installation of structural stormwater controls.

Summary of Action:

Action to accept the PROTECT project, Districtwide SWM/MS4 Improvements Group 1, as well as the project's associating funds, \$150,000 PRTCT for preliminary engineering in FFY25 and \$700,000 PRTCT for construction in FFY25 into the FFY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	PRTCT	150											
CON	PRTCT	700											
		850	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028			850	Total FY2029-2032			0	Total FY2033-2036			0

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-060

Various

MPMS# 61936 *Structure Hardening Group 2025*

AQ Code **LIMITS:**

Latitude: **MUNICIPALITIES** Various

Longitude: Roadway Rehabilitation

PROJ MANG: V. Gaudiosi

This intent of this project is to repair scour holes and remediate scour issues at 4 structures. The structures and associated issues are:

1. Quakertown Road over Cooks Creek in Springfield Township, Bucks County (BRKEY 6938; BMS# 09-0212-0140-0000). The bridge substructure is in poor condition due to scour along the far abutment and far left wing wall. The footing of the far abutment is exposed for the full length and has lateral undermining up to 1'.
2. US 202 over Little Valley Creek in Tredyffrin Township, Chester County (BRKEY 10144; BMS# 15-0202-0360-0931). The proposed repairs aim to address severe scour and undermining present. Specifically, there is a 10'x6' scour hole in the upstream channel and a 6' deep x 100' long scour hole located downstream. Additionally, undermining of the apron is estimated to be up to 4.8' and in-filled.
3. US 202 over Branch of Trout Creek in Tredyffrin Township, Chester County (BRKEY 10156; BMS# 15-0202-0424-2315). This structure is in fair condition, but has a poor channel rating. Repairs are planned for heavy spalling on the culvert sides, undermining, and scour. The concrete apron on the downstream side of the culvert is exposed up to 6" with minor undermining at the upstream end. The channel has a scour hole that is approximately 4' deep and has allowed for undermining of the upstream apron.
4. Susquehanna Road over Tributary to Wissahickon Creek in Upper Dublin Township, Montgomery County (BRKEY 27613; BMS 46-2017-0160-0773). The culvert is in fair condition and the channel rating is poor. The downstream end of the culvert is fully exposed at the outlet with undermining up to 3.5'. Scour is present downstream with multiple holes at the apron. The scour holes vary in size and are up to 2' deep.

Resilience improvements include:

- 1) rehabilitation of an existing eligible surface transportation facility,
- 2) installing riprap
- 3) adding scour protection at bridges, and
- 4) adding scour, stream stability, coastal and other hydraulic countermeasures

Summary of Action:

Action to accept the PROTECT project, Structure Hardening Group 2025, as well as the project's associating funds, \$50,000 PRTCT for preliminary engineering in FFY25 and \$500,000 PRTCT for construction in FFY25 into the FFY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	PRTCT	50											
CON	PRTCT	500											
		550	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		550		Total FY2029-2032		0		Total FY2033-2036		0	

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-060

Various

MPMS# 81915 *Districtwide SWM/MS4 Improvements Group 2*

AQ Code NRS

LIMITS:

Latitude: MUNICIPALITIES Various

Longitude: Other

PROJ MANG: C. Venditti

11 Stormwater Control Measure (SCM) sites across District 6-0 owned and maintained by PennDOT, that are under performing or pose a risk to safety of the surrounding area are proposed to be upgraded and strengthened in order to increase resiliency and improve performance of surface transportation assets. These SCMs have been identified through the Visual Site Inspections (VSI's) and Condition Assessment Inspections (CAIs) which are occurring as part of the statewide NPDES/MS-4 stormwater compliance program. Specific site work may include but is not limited to installing rock protection, inlet and outlet structure upgrades, stabilizing areas of erosion, and increasing or improving adjacent roadway drainage systems to prevent flooding.

Proposed resilience improvements include:

- 1) rehabilitation and improvement of an existing eligible surface transportation facility,
- 2) incorporation of natural infrastructure,
- 3) strengthening systems that remove rainwater from surface transportation facilities, and
- 4) upgrades to and installation of structural stormwater controls.

Summary of Action:

Action to accept the PROTECT project, Districtwide SWM/MS4 Improvements Group 2, as well as the project's associating funds, \$185,000 PRTCT for preliminary engineering in FFY25 and \$1,060,000 PRTCT for construction in FFY25 into the FFY2025 TIP for Pennsylvania.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	PRTCT	185											
CON	PRTCT	1,060											
		1,245	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028			1,245	Total FY2029-2032			0	Total FY2033-2036			0

COMMISSIONER'S SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

SEPTEMBER 25, 2025

Agenda Item:

5b. PA25-061: Chester County Electric Vehicle Charging Program - Phase 2 (MPMS #82031), Chester County – Add New Project to the TIP

Background/Analysis/Issues:

Chester County has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Chester County Electric Vehicle Charging Program – Phase 2 (MPMS #82031) into the TIP in the amount of \$2,000,000 (\$150,000 CRPU for the FFY26 FD Phase and \$1,850,000 CRPU for the FFY26 CON Phase).

These Carbon Reduction Program funds will provide for implementation of four electric vehicle charging stations that were originally included in Chester County's current earmark-funded EV charging station project (MPMS #118553), but that exceeded that project's budget due to inflation and had to be omitted from the final Plans, Specifications, and Estimates (PS&E) package. Each site will support at least four network-connected charging ports with capacity to extend service to county employees, county fleet vehicles, and the general public. The electric vehicle charging stations in Chester County are proposed at the following locations:

- 1) The Chester County Government Services Center (GSC)
- 1) The Chester County Justice Center parking garage
- 2) Springton Manor Park
- 3) Henrietta Hankin Library

In order to make the Carbon Reduction Program's obligation deadlines, Chester County intends to advance the funds entirely in FFY2026. The charging stations must be redesigned to meet all requirements of the Carbon Reduction Program, and therefore some funding will be needed to modify the engineering work already completed. This includes increasing the number of charging ports per station, along with anticipated additional electrical and utility upgrades.

The Carbon Reduction Program is a federal-aid funding category that was established under the IIJA/BIL to provide for projects that will reduce transportation emissions. Examples of eligible projects include trails, bicycle facilities, improved access to transit, zero emission freight and cargo handling equipment, publicly available zero emission

vehicle charging, intelligent transportation systems (ITS), and sidewalk facilities, among others.

Financial Constraint:

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$2,000,000 CRPU

Date Action Required:

September 25, 2025

Recommendations:

RTC – Recommends approval.

Staff – Recommends approval.

Action Proposed:

The DVRPC Board approves TIP Action PA25-061, Chester County's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Chester County Electric Vehicle Charging Program – Phase 2 (MPMS #82031) into the TIP in the amount of \$2,000,000 (\$150,000 CRPU for the FFY26 FD Phase and \$1,850,000 CRPU for the FFY26 CON Phase).

Attachments:

1. PennDOT FCC #076
2. Request Letter

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-061

Chester

MPMS# 82031 *Chester County Electric Vehicle Charging Program - Phase 2*

AQ Code NRS

LIMITS:

Latitude: MUNICIPALITIES Various

Longitude: Other

PROJ MANG: J. Banks

This project will build several stations originally included in Chester County's current earmark-funded EV charging station project (MPMS #118553) that exceeded that projects budget due to inflation and had to be omitted from the final PS&E package.

These locations include:

The Chester County Government Services Center (GSC)
The Chester County Justice Center parking garage
Springton Manor Park
Henrietta Hankin Library

The charging stations must be redesigned to meet all requirements of the Carbon Reduction Program, and therefore some funding will be needed to modify the engineering work already completed. This includes increasing the number of charging ports per station, along with anticipated additional electrical and utility upgrades.

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by adding the Chester County Electric Vehicle Charging Program (MPMS #82031) into the TIP in the amount of \$2,000,000 (\$150,000 CRPU for the FFY26 FD Phase and \$1,850,000 CRPU for the FFY26 CON Phase).

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
FD	CRPU		150										
CON	CRPU		1,850										
		0	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		2,000		Total FY2029-2032		0		Total FY2033-2036		0	



THE COUNTY OF CHESTER



COMMISSIONERS

Josh Maxwell
Marian D. Moskowitz
Eric M. Roe

Matthew J. Edmond, AICP
Executive Director

PLANNING COMMISSION

Government Services Center, Suite 270
601 Westtown Road
P. O. Box 2747
West Chester, PA 19380-0990
(610) 344-6285 Fax (610) 344-6515

August 12, 2025

Mr. Jesse Buerk
Associate Director, Capital Programs and Project Development
Delaware Valley Regional Planning Commission
190 North Independence Mall West – 8th Floor
Philadelphia, PA 19106-1520

RE: Chester County Electric Vehicle Charging Program Carbon Reduction Funds TIP Amendment Request

Dear Jesse:

Chester County is requesting a TIP amendment for action at the September 2025 Regional Technical Committee and DVRPC Board meetings to add \$2 million of Carbon Reduction Program (CRP) funding to advance the design and construction of additional electric vehicle charging stations at public facilities owned by the Chester County government. These new CRP funds will pay to build several stations originally included in our current earmark-funded EV charging station project (MPMS #118553) that exceeded that project's budget due to inflation and had to be omitted from the final PS&E package. These locations include:

- The Chester County Government Services Center (GSC)
- The Chester County Justice Center parking garage
- Springton Manor Park
- Henrietta Hankin Library

In order to make the CRP's obligation deadlines, we intend to advance these funds entirely in FY2026. The charging stations must be redesigned to meet all requirements of the Carbon Reduction Program, and therefore some funding will be needed to modify the engineering work already completed. This includes increasing the number of charging ports per station, along with anticipated additional electrical and utility upgrades. Construction costs are likely to be above \$1 million, but the exact cost won't be known until redesign work is completed. Such costs will be heavily dependent on electrical infrastructure upgrades necessary at each facility.

Presuming that toll credits will be used as match, we are asking that DVRPC and PennDOT consider programming the funds as follows:

FY 2026	CRP	FD	\$150,000
FY 2026	CRP	CONS	\$1,850,000

We appreciate your consideration of our request. Please feel free to reach out to myself or to Rachael Griffith, our Sustainability Division Director, at 610-344-6285 if you have any questions or concerns. Thank you.

Sincerely,



Matthew J. Edmond, AICP
Executive Director
Chester County Planning Commission

cc: Richard Murphy, DVRPC (via email)
Sean Greene, DVRPC (via email)
Tim Stevenson, PennDOT 6-0 (via email)
Jonathan Korus, PennDOT Central Office (via email)
Josh Maxwell, DVRPC Board Member (via email)
George Martynick, Director of Facilities, Chester County (via email)
David Stauffer, Director of Parks + Preservation, Chester County (via email)

ACTION ITEM

Date Prepared: September 10, 2025

COMMISSIONER'S SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

SEPTEMBER 25, 2025

Agenda Item:

5c. PA25-062: Montgomery County Electric Vehicle Charging Program (MPMS #82029), Montgomery County – Add New Project to the TIP

Background/Analysis/Issues:

Montgomery County has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Montgomery County Electric Vehicle Charging Program (MPMS #82029) into the TIP in the amount of \$2,000,000 (\$210,000 CRPU for the FFY26 PE Phase; \$190,000 CRPU for the FFY26 FD Phase; and \$1,600,000 CRPU for the FFY26 CON Phase).

Montgomery County intends to advance the design and construction of an estimated 72 electric vehicle charging stations at 14 different locations on county-owned properties including several park facilities, county service buildings, and 20 stations at trailhead parking lots. Each site will support at least four network-connected charging ports with capacity to extend service to county employees, county fleet vehicles, and the general public. Montgomery County intends to advance these funds in FFY2026. The electric vehicle charging stations in Montgomery County are proposed for the following locations:

- 1) Lower Perkiomen Valley Park – 101 New Mill Road, Oaks, PA 19456
- 2) Central Perkiomen Valley Park – 6 Plank Road, Schwenksville, PA 19473
- 3) Lorimer Park – 183 Moredon Road, Huntingdon Valley, PA 19473
- 4) Montgomery County Emergency Operations Center – 50 Eagleville Road, Eagleville, PA 19403
- 5) Montgomery County Fire Academy Training Campus – 1175 Conshohocken Road, Conshohocken, PA 19428
- 6) Montgomery County Public Safety Warehouse – Upper Dublin, PA
- 7) Montgomery County Youth Center – 540 Port Indian Road, Norristown, PA 19403
- 8) Montgomery County Willow Grove Annex – 102 N. York Road, Willow Grove, PA 19090
- 9) Montgomery County Norristown Library – 1001 Powell Street, Norristown, PA 19401
- 10) John James Audubon Center at Mill Grove – 1201 Pawlings Road, Audubon, PA

19403

- 11) Pottsgrove Manor – 100 West King Street, Pottstown, PA 19464-6318
- 12) Pennypacker Mills – 5 Haldeman Rd, Schwenksville, PA 19473
- 13) Sunrise Mill – 343 Neiffer Road, Schwenksville, PA 19473
- 14) Peter Wentz Farmstead – 2030 Shearer Road, Lansdale, PA 19446
- 15) 20 Montgomery County Trail Network trailhead parking lots

The Carbon Reduction Program is a federal-aid funding category that was established under the IIJA/BIL to provide for projects that will reduce transportation emissions. Examples of eligible projects include trails, bicycle facilities, improved access to transit, zero emission freight and cargo handling equipment, publicly available zero emission vehicle charging, intelligent transportation systems (ITS), and sidewalk facilities, among others.

Financial Constraint:

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$2,000,000 CRPU

Date Action Required:

September 25, 2025

Recommendations:

RTC – Recommends approval..

Staff – Recommends approval.

Action Proposed:

The DVRPC Board approves TIP Action PA25-062, Montgomery County's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding the Montgomery County Electric Vehicle Charging Program (MPMS #82029) into the TIP in the amount of \$2,000,000 (\$210,000 CRPU for the FFY26 PE Phase; \$190,000 CRPU for the FFY26 FD Phase; and \$1,600,000 CRPU for the FFY26 CON Phase).

Attachments:

1. PennDOT FCC #074
2. Request Letter

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-062

Montgomery

MPMS# 82029 *Montgomery County Electric Vehicle Charging Program*

AQ Code NRS

LIMITS:

Latitude: MUNICIPALITIES Various

Longitude: Other

PROJ MANG: J. Banks

The County intends to expand its electric vehicle charging infrastructure to a number of parks facilities, county service buildings, and trail parking lots. Each site will support dual port phase 2 chargers with capacity to extend service to county employees, county fleet vehicles and the general public. We intend to advance these funds in FY 2026.

The locations of the proposed charging sites are identified as follows:

1. Lower Perkiomen Valley Park 101 New Mill Road, Oaks, PA 19456
2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
2. Central Perkiomen Valley Park 6 Plank Road, Schwenksville, PA 19473
2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
3. Lorimer Park 183 Moredon Road, Huntingdon Valley, PA 19473
2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
4. Montgomery County Emergency Operations Center 50 Eagleville Road, Eagleville, PA 19403
2 chargers to be installed in a limited publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
5. Montgomery County Fire Academy Training Campus 1175 Conshohocken Road, Conshohocken, PA 19428
4 chargers to be installed in a publicly-accessible parking lot with capacity to charge 8 vehicles simultaneously
6. Montgomery County Public Safety Warehouse Upper Dublin, PA
2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
7. Montgomery County Youth Center 540 Port Indian Road, Norristown, PA 19403
4 charges to be installed in a publicly-accessible parking lot with capacity to charge 8 vehicles simultaneously
8. Montgomery County Willow Grove Annex 102 N. York Road, Willow Grove, PA 19090
2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
9. Montgomery County Norristown Library 1001 Powell Street, Norristown, PA 19401
2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
10. (20) Montgomery County Trail Network trailhead parking lots
40 chargers to be installed in public-facing trail parking lots with capacity to charge 80 vehicles simultaneously
11. John James Audubon Center at Mill Grove 1201 Pawlings Road, Audubon, PA 19403
2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
12. Pottsgrove Manor 100 West King Street, Pottstown, PA 19464-6318
2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
13. Pennypacker Mills 5 Haldeman Rd, Schwenksville, PA 19473
2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
14. Sunrise Mill 343 Neiffer Road, Schwenksville, PA 19473
2 chargers to be installed in a parking lot that will be publicly-accessible with capacity to charge 4 vehicles simultaneously
15. Peter Wentz Farmstead 2030 Shearer Road, Lansdale, PA 19446
2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by adding the Montgomery County Electric Vehicle Charging Program (MPMS #82029) into the TIP in the amount of \$2,000,000 (\$210,000 CRPU for the FFY26 PE Phase; \$190,000 CRPU for the FFY26 FD Phase; and \$1,600,000 CRPU for the FFY26 CON Phase).

The proposed action will add a new project to the TIP

8/28/2025

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-062

Montgomery

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
PE	CRPU		210										
FD	CRPU		190										
CON	CRPU		1,600										
		0	2,000	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		2,000		Total FY2029-2032		0		Total FY2033-2036		0	

**MONTGOMERY COUNTY
BOARD OF COMMISSIONERS**

NEIL K. MAKHIJA, CHAIR
JAMILA H. WINDER, VICE CHAIR
THOMAS DIBELLO, COMMISSIONER

WWW.MONTGOMERYCOUNTYPA.GOV



**MONTGOMERY COUNTY
PLANNING COMMISSION**

MONTGOMERY COUNTY • PO Box 311
NORRISTOWN, PA 19404-0311

610-278-3722
PLANNING@MONTGOMERYCOUNTYPA.GOV

SCOTT FRANCE, AICP
EXECUTIVE DIRECTOR

August 1, 2025

Mr. Jesse Buerk
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 North Independence Mall West – 8th Floor
Philadelphia, PA 19106-1520

RE: Montgomery County Electric Vehicle Charging Program
Carbon Reduction Funds TIP Amendment Request

Dear Jesse:

Montgomery County is requesting a TIP amendment for action at the September 2025 Regional Technical Committee and DVRPC Board meetings to advance the design and construction of 72 electric vehicle charging stations as part of 15 projects throughout Montgomery County on county-owned properties. The County intends to expand its electric vehicle charging infrastructure to a number of parks facilities, county service buildings, and trail parking lots. Each site will support dual port phase 2 chargers with capacity to extend service to county employees, county fleet vehicles and the general public. We intend to advance these funds in FY 2026.

The locations of the proposed charging sites are identified as follows:

1. Lower Perkiomen Valley Park – 101 New Mill Road, Oaks, PA 19456
 - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
2. Central Perkiomen Valley Park – 6 Plank Road, Schwenksville, PA 19473
 - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
3. Lorimer Park – 183 Moredon Road, Huntingdon Valley, PA 19473
 - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
4. Montgomery County Emergency Operations Center – 50 Eagleville Road, Eagleville, PA 19403
 - 2 chargers to be installed in a limited publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
5. Montgomery County Fire Academy Training Campus – 1175 Conshohocken Road, Conshohocken, PA 19428
 - 4 chargers to be installed in a publicly-accessible parking lot with capacity to charge 8 vehicles simultaneously
6. Montgomery County Public Safety Warehouse – Upper Dublin, PA
 - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
7. Montgomery County Youth Center – 540 Port Indian Road, Norristown, PA 19403



- 4 chargers to be installed in a publicly-accessible parking lot with capacity to charge 8 vehicles simultaneously
- 8. Montgomery County Willow Grove Annex – 102 N. York Road, Willow Grove, PA 19090
 - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 9. Montgomery County Norristown Library – 1001 Powell Street, Norristown, PA 19401
 - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 10. (20) Montgomery County Trail Network trailhead parking lots
 - 40 chargers to be installed in public-facing trail parking lots with capacity to charge 80 vehicles simultaneously
- 11. John James Audubon Center at Mill Grove – 1201 Pawlings Road, Audubon, PA 19403
 - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 12. Pottsgrove Manor – 100 West King Street, Pottstown, PA 19464-6318
 - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 13. Pennypacker Mills – 5 Haldeman Rd, Schwenksville, PA 19473
 - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously
- 14. Sunrise Mill – 343 Neiffer Road, Schwenksville, PA 19473
 - 2 chargers to be installed in a parking lot that will be publicly-accessible with capacity to charge 4 vehicles simultaneously
- 15. Peter Wentz Farmstead – 2030 Shearer Road, Lansdale, PA 19446
 - 2 chargers to be installed in a publicly-accessible parking lot with capacity to charge 4 vehicles simultaneously

Our request for funding allocation is as follows:

Preliminary Engineering (FY 2026): \$210,000

Final Design (FY 2026): \$190,000

Construction (FY 2027): \$1,600,000

TOTAL: \$2,000,000

These funds have been allocated to Montgomery County through the Carbon Reduction Funding Program. If you have any questions, please contact me at 610-278-3730 or matthew.popek@montgomerycountypa.gov.

Sincerely,



Matthew Popek, AICP
Transportation Planning Manager

CC: Richard Murphy, DVRPC
Sean Greene, DVRPC
Tim Stevenson, PennDOT 6-0
Jonathan Korus, PennDOT 6-0
Scott France, MCPC Executive Director
Jesse King, Montgomery County Assets & Infrastructure
Commissioner Neil K. Makhija, DVRPC Board Representative

ACTION ITEM

Date Prepared: September 11, 2025

COMMISSIONER'S SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

SEPTEMBER 25, 2025

Agenda Item:

5d. PA25-063: Cottman Avenue: Castor Avenue to US 1 Streetscapes and Corridor Safety (MPMS #82199 and #118100), City of Philadelphia – Add New Projects to the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding two new related projects to the TIP, the Cottman Avenue: Castor Avenue to US 1 Streetscapes project (MPMS #82199) and Cottman Avenue Corridor Safety project (MPMS #118100), in the total amount of \$14,150,000 for MPMS #82199 including \$8,070,000 (\$4,120,000 TAU/\$3,950,000 LOC) for the Construction (CON) Phase in FFY25 and \$6,080,000 (\$6,000,000 sNHPP/\$80,000 TAU) for the CON Phase in FFY26. The Cottman Avenue Corridor Safety project (MPMS #118100) will also be added to the TIP in the total amount of \$3,900,000 ASE for the CON Phase in FFY25. The sNHPP (SPIKE) and ASE funds are additional to the region.

The two projects feature construction of medians, green stormwater infrastructure, and traffic signals. The project was originally a \$7.85M (approximate) project fully funded with Philadelphia Water Department (\$2.7M), Commerce Dept (\$1.25M), and ASE (Automated Speed Enforcement) (\$3.9M) funds. However, a substantial cost increase was needed as this is the same area where a medical jet crashed along Cottman Avenue in Northeast Philadelphia earlier this year. As a result, the Cottman Avenue Streetscape project has an approximate \$10.15M increase. The Cottman Avenue Corridor Safety (MPMS #118100) project was created as a breakout project to carry the now \$3.9M in ASE funds associated with the original streetscape project.

Financial Constraint:

Financial constraint will be maintained by adjusting other existing TIP projects whose schedules or costs have changed. The attached fiscal constraint chart provided by PennDOT shows all of the adjustments taking place, in accordance with the TIP Memorandum of Understanding. All projects listed contribute to fiscal constraint. The ASE and SPIKE funding are additional and external funds to DVRPC's Core funding.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$18,050,000 (\$6,000,000 sNHPP/\$3,900,000 ASE/\$4,200,000 TAU/\$3,950,000 LOC)

Date Action Required:

September 25, 2025

Recommendations:

RTC – Recommends approval.

Staff – Recommends approval.

Action Proposed:

The DVRPC Board approves TIP Action PA25-063, PennDOT's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding two new related projects to the TIP, the Cottman Avenue: Castor Avenue to US 1 Streetscapes project (MPMS #82199) and Cottman Avenue Corridor Safety project (MPMS #118100), in the total amount of \$18,050,000 (\$14,150,000 for MPMS #82199 including \$8,070,000 (\$4,120,000 TAU/\$3,950,000 LOC) for the Construction (CON) Phase in FFY25 and \$6,080,000 (\$6,000,000 sNHPP/\$80,000 TAU) for the CON Phase in FFY26; and \$3,900,000 ASE for the Cottman Avenue Corridor Safety project (#118100) for the CON Phase in FFY25.)

Attachments:

1. PennDOT FCC #075 and PennDOT Statewide FCC
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-063

Philadelphia

MPMS# 82199 *Cottman Avenue: Castor Avenue to US 1 Streetscapes*

AQ Code NRS

LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Streetscape

PROJ MANG: P. Berthold

Construction of medians, green stormwater infrastructure, traffic signals along Cottman Avenue between Castor Avenue and US 1.

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by adding the Cottman Avenue: Castor Avenue to US 1 Streetscapes project (MPMS #82199) into the TIP in the total amount of \$14,150,000, including \$8,070,000 (\$4,120,000 TAU/\$3,950,000 LOC) for the Construction (CON) Phase in FFY25 and \$6,080,000 (\$6,000,000 sNHPP/\$80,000 TAU) for the Construction (CON) Phase in FFY26.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	TAU	4,120											
CON	LOC	3,950											
CON	SPK-NHPP		6,000										
CON	TAU		80										
		8,070	6,080	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		14,150		Total FY2029-2032				Total FY2033-2036			
									0				0

MPMS# 118100 *Cottman Avenue Corridor Safety*

AQ Code NRS

LIMITS:

Latitude: MUNICIPALITIES Philadelphia City

Longitude: Streetscape

PROJ MANG: J. Burns

The project consists of safety and streetscape improvements including a new signalized mid-block pedestrian crossing, upgraded traffic signals, raised center medians, new highway and pedestrian lighting, curb extensions, ADA Ramps, and others.

Summary of Action:

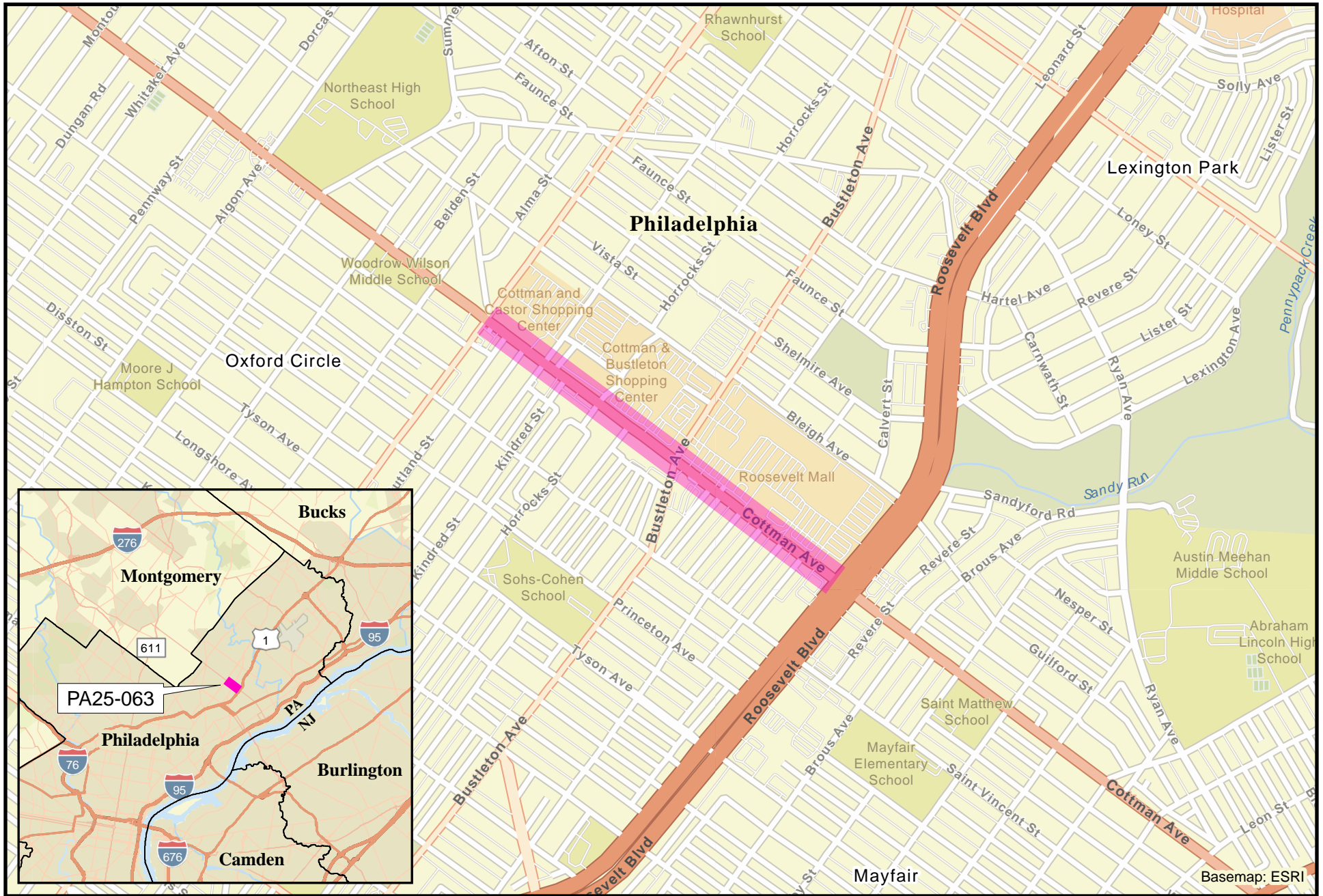
Action to amend the FFY2025 TIP for Pennsylvania by adding the Cottman Avenue Avenue Corridor Safety project (#118100) into the TIP in the amount of \$3,900,000 ASE for the FFY25 CON Phase.

The proposed action will add a new project to the TIP

After Proposed Action

		TIP Program Years (\$ 000)											
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
CON	ASE	3,900											
		3,900	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		3,900		Total FY2029-2032				Total FY2033-2036			
									0				0

PA25-063: Cottman Avenue: Castor Avenue – US 1 Streetscape



ACTION ITEM

Date Prepared: September 11, 2025

COMMISSIONER'S SUMMARY SHEET

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

SEPTEMBER 25, 2025

Agenda Item:

5e. PA25-064: Bellwether District Master Study (MPMS #118010), City of Philadelphia – Add New Project to the TIP

Background/Analysis/Issues:

PennDOT has requested that DVRPC amend the FFY2025 TIP for Pennsylvania by adding a new project to the TIP, the Bellwether District Master Study (MPMS #118010), in the total amount of \$800,000 (\$100,000 s581/\$700,000 LOC) for the STUDY Phase in FY25. These are additional funds to the region.

The purpose of the Bellwether District Master Study (the Study) is to identify potential operational and safety improvements to the study area, including the 34th Street corridor, considering the additional volumes expected to be generated by the full build out of the Bellwether District Innovation Campus and the Pennovation development. The Study will present the potential improvements and recommendations to PennDOT and the City of Philadelphia for further evaluation, consideration, and progression to design as appropriate. The actual design and construction of any potential improvements identified, their delivery timing, and source of funding will be a topic of future coordination between the Bellwether District, Pennovation, PennDOT, and the City of Philadelphia. This study will be completed in close coordination with Stantec, in their capacity as Traffic Engineer and Representative for Pennovation/University of Pennsylvania. This supplementary study is expected to have no impact on the ongoing design and schedule of the Bellwether District Innovation Phase 1 permitting. It will serve as a basis of future Transportation Impact Studies that will guide the development of both campuses of the Bellwether District.

Financial Constraint:

Financial constraint will be maintained as these are additional and external funds to DVRPC's Core funding.

Conformity Finding:

The TIP's current conformity finding will not be impacted by this amendment as this project is exempt from air quality analysis.

Cost and Source of Funds:

\$800,000 (\$100,000 s581/\$700,000 LOC)

Date Action Required:

September 25, 2025

Recommendations:

RTC – Recommends approval.

Staff – Recommends approval.

Action Proposed:

The DVRPC Board approves TIP Action PA25-064, PennDOT's request that DVRPC amend the FFY2025 TIP for Pennsylvania by adding a new project to the TIP, the Bellwether District Master Study (MPMS #118010), in the total amount of \$800,000 (\$100,000 s581/\$700,000 LOC) for the STUDY Phase in FY25.

Attachments:

1. PennDOT Statewide FCC
2. Project Location Map

DVRPC FY2025-2028 TIP for PA

Pennsylvania - Highway and Transit Program

Action: PA25-064

Philadelphia

MPMS# 118010 *Bellwether District Master Study*

AQ Code NRS **LIMITS:**

Latitude: **MUNICIPALITIES:** Philadelphia City

Longitude: Other

PROJ MANG: T. Stevenson

The purpose of the Bellwether District Master Study (the Study) is to identify potential operational and safety improvements to the study area, including the 34th Street corridor, considering the additional volumes expected to be generated by the full build out of the Bellwether District Innovation Campus and the Pennovation development. The Study will present the potential improvements and recommendations to PennDOT and the City of Philadelphia for further evaluation, consideration, and progression to design as appropriate. The actual design and construction of any potential improvements identified, their delivery timing, and source of funding will be a topic of future coordination between the Bellwether District, Pennovation, PennDOT and the City of Philadelphia. This study will be completed in close coordination with Stantec, in their capacity as Traffic Engineer and Representative for Pennovation/University of Pennsylvania (Penn). This supplementary study is expected to have no impact to the ongoing design and schedule of the Bellwether District Innovation Phase 1 permitting. This study will serve as a basis of future Transportation Impact Studies that will guide the development of both campuses of the Bellwether District.

Summary of Action:

Action to amend the FFY2025 TIP for Pennsylvania by adding a new project to the TIP, the Bellwether District Master Study (MPMS #118010), in the total amount of \$800,000 (\$100,000 s581/\$700,000 LOC) for the STUDY Phase in FY25. These are additional funds to the region.

The proposed action will add a new project to the TIP

After Proposed Action

TIP Program Years (\$ 000)													
Phase	Fund	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031	FY2032	FY2033	FY2034	FY2035	FY2036
STUD	S581	100											
STUD	LOC	700											
		800	0	0	0	0	0	0	0	0	0	0	0
		Total FY2025-2028		800		Total FY2029-2032		0		Total FY2033-2036		0	

PA25-064: Bellwether District Master Study



PennDOT Fiscal Constraint Charts (September 2025)

MA IDs: 140017, 141018, 141019, 141021, 141026, 141029, 141030, 141031, 141033, 141034, 141035, 141037, 141038, 141040, 141099

Chart: 064

TIP MODIFICATIONS FOR JUNE 2025

Chart #64

Administrative Action					Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC				
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM	MONTGOMERY	117997	CON	Before	BRIP				487,853	0	0	107,000	0	0	394,000	0	0	676,000	0	0	2,849,000	0	0	1,014,856	0	0	0	0	0	0	0	0	0	5,528,709	LINE ITEM	
				Adjust	BRIP			616,000	0	0	0	0	0	1,559,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,175,000		
				After	BRIP			1,103,853	0	0	107,000	0	0	1,953,000	0	0	676,000	0	0	2,849,000	0	0	1,014,856	0	0	0	0	0	0	0	0	0	0	0		7,703,709
CREEK RD O/ PICKERING CR(C)	98223	CON	Before	BRIP					3,800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,800,000	FUNDS AVAILABLE DUE TO RECENT LOW BID SAVINGS.		
CHESTER			Adjust	BRIP			(616,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(616,000)			
SR,7015,175			After	BRIP			3,184,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,184,000			
S. CREEK RD O/ BRANDYWINE(C)	69665	CON	Before	BRIP					3,000,000	0	0	4,668,000	0	0	2,332,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,000,000	SAVINGS BVASED ON AMOUNT OF AC REMAINING TO CONVERT UNDER 2025 TIP OF \$8,441,000.		
DELAWARE			Adjust	BRIP			0	0	0	0	0	0	(1,559,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,559,000)			
SR,3101,DRB			After	BRIP			3,000,000	0	0	4,668,000	0	0	773,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,441,000			
BRIDGE RESERVE LINE ITEM	BUCKS	79929	CON	Before	BOF	185			1,744,000	331,129	212,500	14,956	935,339	330,000	0	2,089,338	0	0	803,000	0	0	0	51,000	0	0	189,000	0	0	0	0	0	1,724,000	46,897,714	0	55,321,976	LINE ITEM
				Adjust	BOF	185		0	0	0	0	0	0	0	(550,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(850,000)	
				After	BOF	185		1,744,000	331,129	212,500	14,956	935,339	330,000	0	1,539,338	0	0	503,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	0	0	0	1,724,000	46,897,714	
ST P LINE ITEM	BUCKS	79927	CON	Before	STP	581			1,270,041	0	0	92,000	0	398,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,760,041	LINE ITEM		
				Adjust	STP	581		800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		800,000	
				After	STP	581		2,070,041	0	0	92,000	0	398,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2,560,041	
EDISON FURLONG RD O/ PEBBLE CR	BUCKS	116893	CON	Before	STP	TC			800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800,000	CASH FLOWING BASED ON CURRENT ANTICIPATED LET DATE.		
				Adjust	STP	TC		(800,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		(800,000)	
SR,2079,BPC				After				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
EDISON FURLONG RD O/ PEBBLE CR	BUCKS	116893	CON	Before					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON CURRENT ANTICIPATED LET DATE.		
				Adjust		185		0	0	0	0	0	0	0	550,000	0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		850,000	
SR,2079,BPC				After		185		0	0	0	0	0	0	0	550,000	0	0	300,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		850,000	
BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM	MONTGOMERY	117997	CON	Before	BRIP				1,103,853	0	0	107,000	0	0	1,953,000	0	0	676,000	0	0	2,849,000	0	0	1,014,856	0	0	0	0	0	0	0	0	0	7,703,709	LINE ITEM	
				Adjust	BRIP			0	0	0	0	0	0	(460,144)	0	0	(676,000)	0	0	(2,849,000)	0	0	(1,014,856)	0	0	0	0	0	0	0	0	0	0	(5,000,000)		
				After	BRIP			1,103,853	0	0	107,000	0	0	1,492,856	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2,703,709
BRIDGE RESERVE LINE ITEM	BUCKS	79929	CON	Before	BOF	185			1,744,000	331,129	212,500	14,956	935,339	330,000	0	1,539,338	0	0	503,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	54,471,976	LINE ITEM
				Adjust	BOF	185		0	0	0	0	0	0	0	1,000,000	0	0	4,628,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,628,000		
				After	BOF	185		1,744,000	331,129	212,500	14,956	935,339	330,000	0	2,539,338	0	0	5,131,000	0	0	5,131,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	
PA 41 O/ E BR WHITE CLAY CR	78617	CON	Before		185				0	0	0	0	0	0	1,000,000	0	0	4,628,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,628,000	FEDERALIZING CON PHASE TO FREE UP STATE FUNDS. DESIGN IS CURRENTLY FEDERALLY FUNDED.		
CHESTER			Adjust		185		0	0	0	0	0	0	(1,000,000)	0	0	(4,628,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,628,000)				
SR,0041,B41			After				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			

* Positive number denotes a surplus/Negative denotes a deficit

[illegible]

Chart: 064
* Positive number denotes a surplus/Negative denotes a deficit

S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	1,496,871	737,788	0	4,159,235	1,197,000	0	625,000	245,000	0	0	2,240,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,571,600	1,151,000	0	20,423,494	LINE ITEM
			Adjust	STU	581	0	1,853,000	0	0	(500,000)	0	0	(100,000)	0	0	(1,253,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	STU	581	1,496,871	2,590,788	0	4,159,235	697,000	0	625,000	145,000	0	0	987,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,571,600	1,151,000	0	20,423,494	
US 1: PA41- SCHOOLHOUSE RD CHESTER SR,0001,210	113312	FD	Before		581	0	1,853,000	0	0	3,024,000	0	0	1,755,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,632,000	CASH FLOWING BASED ON WHEN FUNDS WILL BE NEEDED.
			Adjust		581	0	(1,853,000)	0	0	500,000	0	0	100,000	0	0	1,253,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After		581	0	0	0	0	3,524,000	0	0	1,855,000	0	0	1,253,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,632,000	
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	1,496,871	2,590,788	0	4,159,235	697,000	0	625,000	145,000	0	0	987,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,571,600	1,151,000	0	20,423,494	LINE ITEM
			Adjust	STU	581	403,000	101,000	0	0	0	0	0	(141,000)	0	0	(405,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(42,000)	
			After	STU	581	1,899,871	2,691,788	0	4,159,235	697,000	0	625,000	4,000	0	0	582,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,571,600	1,151,000	0	20,381,494	
BUSTLETON & 2ND ST PK ROUNDABOUT BUCKS SR,0232,BNR	118020	UTL	Before	STU	581	106,000	27,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	133,000	CASH FLOWING BASED ON WHEN FUNDS WILL BE NEEDED., AND SWITCHING PHASE TO 100% STATE.
			Adjust	STU	581	(106,000)	(27,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(133,000)	
			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BUSTLETON & 2ND ST PK ROUNDABOUT BUCKS SR,0232,BNR	118020	UTL	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS WILL BE NEEDED., AND SWITCHING PHASE TO 100% STATE.
			Adjust		581	0	0	0	0	0	0	0	141,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141,000	
			After		581	0	0	0	0	0	0	0	141,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	141,000	
BUSTLETON & 2ND ST PK ROUNDABOUT BUCKS SR,0232,BNR	118020	ROW	Before	STU	581	297,000	74,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	371,000	CASH FLOWING BASED ON WHEN FUNDS WILL BE NEEDED., AND SWITCHING PHASE TO 100% STATE.
			Adjust	STU	581	(297,000)	(74,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(371,000)	
			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
BUSTLETON & 2ND ST PK ROUNDABOUT BUCKS SR,0232,BNR	118020	ROW	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	CASH FLOWING BASED ON WHEN FUNDS WILL BE NEEDED., AND SWITCHING PHASE TO 100% STATE.
			Adjust		581	0	0	0	0	0	0	0	0	0	0	405,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405,000	
			After		581	0	0	0	0	0	0	0	0	0	0	405,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	405,000	
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	1,899,871	2,691,788	0	4,159,235	697,000	0	625,000	4,000	0	0	582,000	0	0	0	0	0	0	0	0	0	0	0	0	0	8,571,600	1,151,000	0	20,381,494	LINE ITEM
			Adjust	STU	581	3,460,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(3,460,000)	0	0	0	
			After	STU	581	5,359,871	2,691,788	0	4,159,235	697,000	0	625,000	4,000	0	0	582,000	0	0	0	0	0	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	20,381,494	
OXFORD VALLEY RD: LINCOLN HWY- BRISTOL OXFORD VALLEY RD BUCKS SR,2029,S99	13635	CON	Before	STU	TC	3,460,000	0	0	1,460,000	0	0	2,460,000	0	0	2,460,000	0	0	2,000,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	0	0	13,840,000	CASH FLOWING BASED ON CURRENT ESTIMATED LET DATE.
			Adjust	STU	TC	(3,460,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After	STU	TC	0	0	0	1,460,000	0	0	2,460,000	0	0	2,460,000	0	0	2,000,000	0	0	2,000,000	0	0	0	0	0	0	0	0	0	3,460,000	0	0	
Before FFY Totals						31,373,272	11,059,668	850,000	23,222,764	10,357,356	2,116,000	9,639,000	11,351,352	0	3,812,000	21,330,000	0	7,698,000	204,000	0	4,029,712	756,000	0	0	0	0	0	0	0	41,182,400	192,194,856	0	371,176,380	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						31,373,272	11,059,668	850,000	23,222,764	10,357,356	2,116,000	9,639,000	11,351,352	0	3,812,000	21,330,000	0	7,698,000	204,000	0	4,029,712	756,000	0	0	0	0	0	0	0	41,182,400	192,194,856	0	371,176,380	

[illegible]

Chart: 065
* Positive number denotes a surplus/Negative denotes a deficit

BRIDGE INVESTMENT PROGRAM(BRIP) LINE ITEM MONTGOMERY	117997	CON	Before	BRIP		1,103,853	0	0	107,000	0	0	1,492,856	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,703,709	LINE ITEM		
			Adjust	BRIP		(1,103,853)	0	0	330,853	0	0	773,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
			After	BRIP		0	0	0	437,853	0	0	2,265,856	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		2,703,709	
S. CREEK RD O/ BRANDYWINE(C)	69665	CON	Before	BRIP	TC	3,437,000	0	0	4,231,000	0	0	773,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,441,000	ADVANCING FUNDS FOR AC CONVERSION.		
DELAWARE			Adjust	BRIP	TC	1,103,853	0	0	(330,853)	0	0	(773,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SR,3101,DRB			After	BRIP	TC	4,540,853	0	0	3,900,147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		8,441,000	
NHPP RESERVE LINE ITEM DISTRICT WIDE	82216	CON	Before	NHPP	581	752,718	864,000	0	585,000	0	0	0	0	0	0	0	0	0	0	0	3,608,000	0	0	0	0	0	0	0	4,282,000	3,762,000	0	13,853,718	LINE ITEM	
			Adjust	NHPP	581	(752,718)	(188,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(940,718)		
			After	NHPP	581	0	676,000	0	585,000	0	0	0	0	0	0	0	0	0	0	0	0	3,608,000	0	0	0	0	0	0	0	4,282,000	3,762,000	0		12,913,000
US322: CLAYTON PARK-CHELSEA PARKWAY	69817	ROW	Before	NHPP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED ADDING FUNDS TO ADDRESS #5 AUC.		
DELAWARE			Adjust	NHPP	581	400,000	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	500,000			
SR,0322,102			After	NHPP	581	400,000	100,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		500,000	
COUNTY LINE RD: KULP RD - PA611(C)	50634	CON	Before	NHPP	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED ADDING FUNDS TO ADDRESS #9 AUC.	
BUCKS			Adjust	NHPP	581	352,718	88,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	440,718		
SR,2028,M04			After	NHPP	581	352,718	88,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		440,718
REGIONAL SAFETY INITI DISTRICT LINE ITEM	57927	CON	Before	HSIP		268,328	0	0	63,000	0	0	9,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,814,328	LINE ITEM
			Adjust	HSIP		(140,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(140,000)		
			After	HSIP		128,328	0	0	63,000	0	0	9,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,674,328	
CASTOR & WYOMING AVE ROUNDABOUT	110958	FD	Before	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED ADDING FUNDS TO ADDRESS #13 AUC.	
PHILADELPHIA			Adjust	HSIP		140,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	140,000		
SR,1005,SP3			After	HSIP		140,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		140,000
CALLOWHILL RD O/ BR PLEASANT SPRING(C)	116728	CON	Before	FFL	582	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED ADDING FUNDS TO ADDRESS AUC.	
			BUCKS	Adjust	FFL	582	12,455	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,455		
			SR,4017,IDA	After	FFL	582	12,455	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,455		
Before FFY Totals						14,358,770	3,555,788	0	13,813,235	697,000	0	13,388,856	4,000	0	23,862,000	582,000	0	23,862,000	0	0	23,862,000	0	0	27,470,000	0	0	23,862,000	0	0	104,841,600	4,913,000	0	279,072,249	TOTAL ADJUST IS DUE TO THE USE OF FFL AND 582 FUNDS.
FFY Adjustment Totals						12,455	3,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15,455			
After FFY Totals						14,371,225	3,558,788	0	13,813,235	697,000	0	13,388,856	4,000	0	23,862,000	582,000	0	23,862,000	0	0	23,862,000	0	0	27,470,000	0	0	23,862,000	0	0	104,841,600	4,913,000	0	279,087,704	

Chart: 066

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action						Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC				
S T U LINE ITEM BUCKS	79980	CON	Before	STU	581	2,142,871	2,107,788	0	4,159,235	697,000	0	625,000	4,000	0	0	582,000	0	0	0	0	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	16,580,494	LINE ITEM			
			Adjust	STU	581	0	(800,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(800,000)				
			After	STU	581	2,142,871	1,307,788	0	4,159,235	697,000	0	625,000	4,000	0	0	582,000	0	0	0	0	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	15,780,494				
COBBS CREEK PARKWAY: MARKET- WOODLAND	120762	FD	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	BREAKOUT PROJECT FROM MPMS 115435.			
PHILADELPHIA			Adjust		581	0	800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800,000					
SR,3015,SP1			After		581	0	800,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	800,000					
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	1,744,000	950,129	212,500	14,956	739,339	330,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	56,574,976	LINE ITEM			
			Adjust	BOF	185	0	(325,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(325,000)					
			After	BOF	185	1,744,000	625,129	212,500	14,956	739,339	330,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	56,249,976				
CREAMERY RD O/ TOHICKON CR	90550	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	BREAKOUT FROM MPMS 88706.			
BUCKS			Adjust		185	0	325,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	325,000						
SR,1014,ERH			After		185	0	325,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	325,000						
TAP/HTS/SR2S LINE ITEM RESERVE DISTRICTWIDE	64984	CON	Before	TAU		4,518,900	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	100,900,900	LINE ITEM		
			Adjust	TAU		(399,341)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(399,341)					
			After	TAU		4,119,559	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	100,501,559			
MID-EAST GIRARD AVE	77466	CON	Before	TAU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO PAY FOR A SETTLEMENT AGREEMENT WITH THE CONTRACTOR.			
PHILADELPHIA			Adjust	TAU	TC	399,341	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	399,341						
SR,2008,HTS			After	TAU	TC	399,341	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	399,341						
LANCASTER AVE @ PARKSIDE & GIRARD	17829	CON	Before	SXF	LOC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED, ADDING FUNDS TO PAY FOR A SETTLEMENT AGREEMENT WITH THE CONTRACTOR. TEA-21 EARMARK PA ID#157			
PHILADELPHIA			Adjust	SXF	LOC	401,324	0	100,331	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	501,655					
SR,3017,---			After	SXF	LOC	401,324	0	100,331	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	501,655					
Before FFY Totals						8,405,771	3,057,917	212,500	12,936,191	1,436,339	330,000	9,387,000	1,793,338	0	8,762,000	2,515,000	0	8,762,000	51,000	0	8,762,000	189,000	0	8,762,000	0	0	41,883,600	48,048,714	0	174,056,370	TOTAL ADJUST IS DUE TO THE USE OF EARMARK AND LOCAL FUNDS.					
FFY Adjustment Totals						401,324	0	100,331	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	501,655						
After FFY Totals						8,807,095	3,057,917	312,831	12,936,191	1,436,339	330,000	9,387,000	1,793,338	0	8,762,000	2,515,000	0	8,762,000	51,000	0	8,762,000	189,000	0	8,762,000	0	0	41,883,600	48,048,714	0	174,558,025						

Chart: 068

TIP MODIFICATIONS FOR JULY 2025
Chart #68

* Positive number denotes a surplus/Negative denotes a deficit																																		
Administrative Action				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		128,328	0	0	63,000	0	0	9,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,674,328	LINE ITEM
DISTRICT LINE ITEM			Adjust	HSIP		188,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	188,000		
			After	HSIP		316,328	0	0	63,000	0	0	9,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,862,328	
PA 23 CORRIDOR SAFETY IMP(C)	115423	CON	Before	HVRU		3,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,000,000	SAVINGS BASED ON RECENT LOW BID RESULT.	
CHESTER			Adjust	HVRU		(188,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(188,000)		
SR,0023,SIP			After	HVRU		2,812,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,812,000		
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		316,328	0	0	63,000	0	0	9,725,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,862,328	LINE ITEM
DISTRICT LINE ITEM			Adjust	HSIP		5,048,000	0	0	921,000	0	0	(5,969,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	HSIP		5,364,328	0	0	984,000	0	0	3,756,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,862,328	
CASTOR AVE: OXFORD CIRCLE TO COTTMAN AVE	111194	CON	Before	HISP		5,048,000	0	0	921,000	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,969,000	CASH FLOWING TO ALIGN WITH CURRENT ESTIMATED LET DATE.	
PHILADELPHIA			Adjust	HSIP		(5,048,000)	0	0	(921,000)	0	0	5,969,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,1005,SP2			After	HSIP		0	0	0	0	0	0	6,969,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,969,000		
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		5,364,328	0	0	984,000	0	0	3,756,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,862,328	LINE ITEM
DISTRICT LINE ITEM			Adjust	HSIP		1,866,000	0	0	0	0	0	(2,039,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(173,000)		
			After	HSIP		7,230,328	0	0	984,000	0	0	3,756,000	0	0	21,823,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,689,328	
HAVERFORD RD CORRIDOR SAFETY IMP	115426	CON	Before	HSIP		1,866,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,866,000	CASH FLOWING TO ALIGN WITH CURRENT ESTIMATED LET DATE.	
DELAWARE			Adjust	HSIP		(1,866,000)	0	0	0	0	0	2,039,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	173,000		
SR,1001,SIP			After	HSIP		0	0	0	0	0	0	0	0	0	2,039,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,039,000		
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		7,230,328	0	0	984,000	0	0	3,756,000	0	0	21,823,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,689,328	LINE ITEM
DISTRICT LINE ITEM			Adjust	HSIP		0	0	0	1,582,000	0	0	(1,629,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(47,000)		
			After	HSIP		7,230,328	0	0	2,566,000	0	0	2,127,000	0	0	21,823,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,642,328	
US 202 & YORK RD ROUNDABOUT	115419	CON	Before	HSIP		0	0	0	1,582,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,582,000	CASH FLOWING TO ALIGN WITH CURRENT ESTIMATED LET DATE.	
BUCKS			Adjust	HSIP		0	0	0	(1,582,000)	0	0	1,629,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47,000		
SR,0202,SIP			After	HSIP		0	0	0	0	0	0	1,629,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,629,000		

Chart: 068

* Positive number denotes a surplus/Negative denotes a deficit

REGIONAL SAFETY INITI DISTRICT LINE ITEM	57927	CON	Before	HSIP		7,230,328	0	0	0	2,566,000	0	0	0	2,127,000	0	0	0	21,823,000	0	0	0	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	95,448,000	0	0	0	224,642,328	LINE ITEM		
			Adjust	HSIP		0	0	0	1,061,000	0	0	0	(1,093,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(32,000)								
			After	HSIP		7,230,328	0	0	0	3,627,000	0	0	0	1,034,000	0	0	0	21,823,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	95,448,000	0	0	0		224,610,328	
PA113 & MINSI TRAIL RD ROUNDABOUT BUCKS SR,0113,SIP	115418	CON	Before	HSIP		0	0	0	0	1,061,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,061,000	CASH FLOWING TO ALIGNN WITH CURRENT ESTIMATED LET DATE.					
			Adjust	HSIP		0	0	0	0	(1,061,000)	0	0	0	1,093,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32,000								
			After	HSIP		0	0	0	0	0	0	0	1,093,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,093,000							
REGIONAL SAFETY INITI DISTRICT LINE ITEM	57927	CON	Before	HSIP		7,230,328	0	0	0	3,627,000	0	0	0	1,034,000	0	0	0	21,823,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	95,448,000	0	0	0	224,610,328	LINE ITEM
			Adjust	HSIP		2,376,000	0	0	0	(1,376,000)	0	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
			After	HSIP		9,606,328	0	0	0	2,251,000	0	0	0	34,000	0	0	0	21,823,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	95,448,000	0	0	0	224,610,328	
FRANKFORD AVE CORRIDOR SAFETY IMP PHILADELPHIA SR,2007,SIP	115434	CON	Before	HSIP		2,376,000	0	0	0	2,375,000	0	0	0	2,375,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,126,000	CASH FLOWING TO ALIGNN WITH CURRENT ESTIMATED LET DATE.						
			Adjust	HSIP		(2,376,000)	0	0	0	1,376,000	0	0	0	1,000,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
			After	HSIP		0	0	0	0	3,751,000	0	0	0	3,375,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7,126,000							
REGIONAL SAFETY INITI DISTRICT LINE ITEM	57927	CON	Before	HSIP		9,606,328	0	0	0	2,251,000	0	0	0	34,000	0	0	0	21,823,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	95,448,000	0	0	0	224,610,328	LINE ITEM
			Adjust	HSIP		1,055,000	0	0	0	(1,055,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
			After	HSIP		10,661,328	0	0	0	1,196,000	0	0	0	34,000	0	0	0	21,823,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	23,862,000	0	0	0	95,448,000	0	0	0	224,610,328	
SMITHBRIDGE RD TRAIL & ROUNDABOUT DELAWARE SR,3046,OFF	107642	CON	Before	HSIP		1,055,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,055,000	CASH FLOWING TO ALIGNN WITH CURRENT ESTIMATED LET DATE.							
			Adjust	HSIP		(1,055,000)	0	0	0	1,055,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
			After	HSIP		0	0	0	0	1,055,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,055,000								
SMITHBRIDGE RD TRAIL & ROUNDABOUT DELAWARE SR,3046,OFF	107642	CON	Before	CAQ		1,843,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,843,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.							
			Adjust	CAQ		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
			After	CAQ		1,843,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,843,000								

Chart: 068

* Positive number denotes a surplus/Negative denotes a deficit

REGIONAL SAFETY INITI	57927	CON	Before	HSIP		10,661,328	0	0	1,196,000	0	0	34,000	0	0	21,823,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,610,328	LINE ITEM
			Adjust	HSIP		647,000	0	0	(647,000)	0	0	2,119,000	0	0	(2,119,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	HSIP		11,308,328	0	0	549,000	0	0	2,153,000	0	0	19,704,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,610,328	
BELMONT AVE & ST. ASAPHS RD ROUNDABOUT MONTGOMERY SR.3045,SIP	115429	FD	Before	HSIP		220,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	HSIP		(220,000)	0	0	220,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	HSIP		0	0	0	220,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220,000			
BELMONT AVE & ST. ASAPHS RD ROUNDABOUT MONTGOMERY SR.3045,SIP	115429	ROW	Before	HSIP		427,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	427,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	HSIP		(427,000)	0	0	427,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	HSIP		0	0	0	427,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	427,000			
BELMONT AVE & ST. ASAPHS RD ROUNDABOUT MONTGOMERY SR.3045,SIP	115429	CON	Before	HSIP		0	0	0	0	0	0	2,119,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,119,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.	
			Adjust	HSIP		0	0	0	0	0	0	(2,119,000)	0	0	2,119,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	HSIP		0	0	0	0	0	0	0	0	2,119,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,119,000			
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		11,308,328	0	0	549,000	0	0	34,000	0	0	21,823,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,610,328	LINE ITEM
			Adjust	HSIP		361,672	0	0	(361,672)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	HSIP		11,670,000	0	0	187,328	0	0	34,000	0	0	21,823,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	224,610,328	
SUMNEYTOWN PIKE INTERSECTION SAFETY IMP MONTGOMERY SR.0063,SIP	115428	FD	Before	HSIP		650,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	650,000	CASH FLOWING BASED ON WHEN FUNDS ARE NEEDED.		
			Adjust	HSIP		(361,672)	0	0	361,672	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
			After	HSIP		288,328	0	0	361,672	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	650,000			
Before FFY Totals						75,560,952	0	0	18,222,000	0	0	35,719,000	0	0	202,524,000	0	0	214,758,000	0	0	214,758,000	0	0	214,758,000	0	0	214,758,000	0	0	859,032,000	0	0	2,050,089,952	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						75,560,952	0	0	18,222,000	0	0	35,719,000	0	0	202,524,000	0	0	214,758,000	0	0	214,758,000	0	0	214,758,000	0	0	214,758,000	0	0	859,032,000	0	0	2,050,089,952	

MA IDs: 141209

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR AUGUST 2025

Chart: 070

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action					Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0	3,320,000	LINE ITEM			
MONTGOMERY			Adjust	CRP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	CRP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0	3,320,000			
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRPU		8,590,000	0	0	8,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	21,861,000	LINE ITEM			
MONTGOMERY			Adjust	CRPU		(7,800,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(7,800,000)				
			After	CRPU		790,000	0	0	8,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	14,061,000			
ADA RAMPS DELCO & CHESCO(C)	119558	CON	Before	CRPU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED USING CRPU FUNDS. ADDING FUNDS TO DRAW DOWN OUR FFY 2025 ALLOCATION FOR ADDITONAL ADA RAMP WORK.		
DELAWARE			Adjust	CRPU	TC	1,950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000				
SR,3021,A10			After	CRPU	TC	1,950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000			
ADA RAMPS IN CENTER CITY PHILA(C)	112463	CON	Before	CRPU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED USING CRPU FUNDS. ADDING FUNDS TO DRAW DOWN OUR FFY 2025 ALLOCATION FOR ADDITONAL ADA RAMP WORK.		
PHILADELPHIA			Adjust	CRPU	TC	1,950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000				
SR,3010,ADM			After	CRPU	TC	1,950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000			
2022-23 ADA RAMPS PHILA COUNTY(C)	115905	CON	Before	CRPU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED USING CRPU FUNDS. ADDING FUNDS TO DRAW DOWN OUR FFY 2025 ALLOCATION FOR ADDITONAL ADA RAMP WORK.		
PHILADELPHIA			Adjust	CRPU	TC	1,950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000				
SR,0003,AD9			After	CRPU	TC	1,950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000			
ADA RAMPS PHILA 2024(C)	120702	CON	Before	CRPU	TC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	PREVIOUSLY OBLIGATED USING CRPU FUNDS. ADDING FUNDS TO DRAW DOWN OUR FFY 2025 ALLOCATION FOR ADDITONAL ADA RAMP WORK.		
PHILADELPHIA			Adjust	CRPU	TC	1,950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000				
SR,1004,A11			After	CRPU	TC	1,950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,950,000			
Before FFY Totals						8,590,000	0	0	8,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	6,190,000	0	0	25,181,000					
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After FFY Totals						8,590,000	0	0	8,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	6,190,000	0	0	25,181,000					

MA IDs: 141217

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR AUGUST 2025
Chart #71

Chart: 071

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks	
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC			
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	1,744,000	625,129	212,500	14,956	739,339	330,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	0	0	1,724,000	46,897,714	0	56,249,976	LINE ITEM
			Adjust	BOF	185	0	731,000	805,000	0	(731,000)	(244,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	561,000		
			After	BOF	185	1,744,000	1,356,129	1,017,500	14,956	8,339	86,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	0	0	1,724,000	46,897,714	0	56,810,976	
S. CREEK RD O/ BRANDYWINE(C) DELAWARE SR,3101,DRB	69665	CON	Before	BRIP	TC	4,540,853	0	0	3,900,147	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,441,000	ADVACNING FUNDS FOR FULL AC CONVERSION.		
Adjust			BRIP	TC	3,900,147	0	0	(3,900,147)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
After			BRIP	TC	8,441,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,441,000			
RIDGE PIKE: SCHOOL-BELVOIR MONTGOMERY SR,7046,MG4	110444	CON	Before	BRIP	183	8,982,000	2,479,000	1,388,000	0	889,000	296,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14,034,000	CASH FLOWING BASED ON CURRENT LET DATE.			
Adjust			BRIP	183	(3,900,147)	(731,000)	(805,000)	3,900,147	731,000	244,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(561,000)				
After			BRIP	183	5,081,853	1,748,000	583,000	3,900,147	1,620,000	540,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,473,000				
RIDGE PIKE: SCHOOL-BELVOIR MONTGOMERY SR,7046,MG4	110444	CON	Before	STU		4,243,000	0	0	4,739,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,982,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.			
Adjust			STU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
After			STU		4,243,000	0	0	4,739,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,982,000				
RIDGE PIKE: SCHOOL-BELVOIR MONTGOMERY SR,7046,MG4	110444	CON	Before		TPK	0	0	33,677,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33,677,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.			
Adjust				TPK	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0		
After				TPK	0	0	33,677,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33,677,000				
Before FFY Totals						19,509,853	3,104,129	35,277,500	8,654,103	1,628,339	626,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	121,383,976		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						19,509,853	3,104,129	35,277,500	8,654,103	1,628,339	626,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	121,383,976		

MA IDs: 141222, 141223, 141224, 141225

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR AUGUST 2025
Chart #72

Chart: 072

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action			Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC					
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)	16738	CON	Before	NHPP	581	6,931,000	1,733,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	3,931,000	983,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	ADVANCING FUNDS FOR AC CONVERSION
MONTGOMERY			Adjust	NHPP	581	5,085,000	1,271,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SR,0422,M1B			After	NHPP	581	12,016,000	3,004,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	3,931,000	983,000	0	1,846,000	462,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)	16738	CON	Before	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
MONTGOMERY			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0422,M1B			After	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000		
US 30 & PA 82 INTERCHANGE IMP	107554	FD	Before	NHPP	581	5,085,000	1,271,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,356,000	CASH FLOWING BASED ON CURRENT ANTICIPATED NEPA APPROVAL OF SPRING 2027.	
CHESTER			Adjust	NHPP	581	(5,085,000)	(1,271,000)	0	0	0	0	0	0	0	3,000,000	750,000	0	2,085,000	521,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0030,082			After	NHPP	581	0	0	0	0	0	0	0	0	0	3,000,000	750,000	0	2,085,000	521,000	0	0	0	0	0	0	0	0	0	0	0	0	6,356,000		
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)	16738	CON	Before	NHPP	581	12,016,000	3,004,000	0	6,931,000	1,733,000	0	6,931,000	1,733,000	0	3,931,000	983,000	0	1,846,000	462,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	ADVANCING FUNDS FOR AC CONVERSION
MONTGOMERY			Adjust	NHPP	581	5,979,000	1,494,000	0	0	0	0	(3,500,000)	(850,000)	0	(2,479,000)	(644,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0422,M1B			After	NHPP	581	17,995,000	4,498,000	0	6,931,000	1,733,000	0	3,431,000	883,000	0	1,452,000	339,000	0	1,846,000	462,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)	16738	CON	Before	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	0	5,715,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
MONTGOMERY			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0422,M1B			After	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000		
US 30 & AIRPORT RD INTERCHANGE IMP	107553	ROW	Before	NHPP	581	5,979,000	1,494,000	0	5,979,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,452,000	CASH FLOWING BASED ON CURRENT ANTICIPATED PLAN TO ROW OF SEPTEMBER 2026.		
CHESTER			Adjust	NHPP	581	(5,979,000)	(1,494,000)	0	0	0	0	3,500,000	850,000	0	2,479,000	644,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0030,AIR			After	NHPP	581	0	0	0	5,979,000	0	0	3,500,000	850,000	0	2,479,000	644,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13,452,000		
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)	16738	CON	Before	NHPP	581	17,995,000	4,498,000	0	6,931,000	1,733,000	0	3,431,000	883,000	0	1,452,000	339,000	0	1,846,000	462,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	ADVANCING FUNDS FOR AC CONVERSION
MONTGOMERY			Adjust	NHPP	581	3,713,000	928,000	0	0	0	0	(2,000,000)	(500,000)	0	(713,000)	(178,000)	0	(1,000,000)	(250,000)	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0422,M1B			After	NHPP	581	21,708,000	5,426,000	0	6,931,000	1,733,000	0	1,431,000	383,000	0	739,000	161,000	0	846,000	212,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C)	16738	CON	Before	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	0	5,715,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
MONTGOMERY			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0422,M1B			After	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	0	5,715,000		
US 1: CSX TO COM CRIB RD(FRONTAGE)	93446	ROW	Before	NHPP	581	3,713,000	928,000	0	3,713,000	928,000	0	3,713,000	928,000	0	3,713,000	928,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,564,000	CASH FLOWING BASED ON CURRENT ANTICIPATED PLAN TO ROW OF JULY 2026.		
BUCKS			Adjust	NHPP	581	(3,713,000)	(928,000)	0	0	0	0	2,000,000	500,000	0	713,000	178,000	0	1,000,000	250,000	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,0001,RC3			After	NHPP	581	0	0	0	3,713,000	928,000	0	5,713,000	1,428,000	0	4,426,000	1,106,000	0	1,000,000	250,000	0	0	0	0	0	0	0	0	0	0	0	0	18,564,000		

Chart: 072

* Positive number denotes a surplus/Negative denotes a deficit

US 422: NORFOLK SOUTHERN - EVERGREEN RD(C) MONTGOMERY SR,0422,M1B	16738	CON	Before	NHPP	581	21,708,000	5,426,000	0	6,931,000	1,733,000	0	1,431,000	383,000	0	739,000	161,000	0	846,000	212,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,504,000	ADVANCING FUNDS FOR AC CONVERSION
			Adjust	NHPP	581	5,222,000	1,306,000	0	(3,052,000)	(763,000)	0	(1,431,000)	(383,000)	0	(739,000)	(161,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(1,000)		
			After	NHPP	581	26,930,000	6,732,000	0	3,879,000	970,000	0	0	0	0	0	0	0	846,000	212,000	0	5,290,000	1,323,000	0	0	0	0	9,931,000	2,483,000	0	725,000	182,000	0	59,503,000	
US 422: NORFOLK SOUTHERN - EVERGREEN RD(C) MONTGOMERY SR,0422,M1B	16738	CON	Before	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	5,715,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,572,000	1,143,000	0	0	0	0	0	0	5,715,000		
US30/PA10 TO BUSINESS 30 INT IMP CHESTER SR,0030,010	107551	FD	Before	NHPP	581	5,222,000	1,306,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,528,000	CASH FLOWING BASED ON CURRENT ANTICIPATED NEPA APPROVAL OF SUMMER 2026.		
			Adjust	NHPP	581	(5,222,000)	(1,306,000)	0	3,052,000	763,000	0	1,431,000	383,000	0	739,000	161,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,000			
			After	NHPP	581	0	0	0	3,052,000	763,000	0	1,431,000	383,000	0	739,000	161,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		6,529,000	
Before FFY Totals						78,649,000	19,660,000	0	37,416,000	7,860,000	0	22,437,000	5,660,000	0	16,766,000	4,144,000	0	8,469,000	2,119,000	0	21,160,000	5,292,000	0	18,288,000	4,572,000	0	39,724,000	9,932,000	0	2,900,000	728,000	0	305,776,000	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
After FFY Totals						78,649,000	19,660,000	0	37,416,000	7,860,000	0	22,437,000	5,660,000	0	16,766,000	4,144,000	0	8,469,000	2,119,000	0	21,160,000	5,292,000	0	18,288,000	4,572,000	0	39,724,000	9,932,000	0	2,900,000	728,000	0	305,776,000	

MA IDs: 141328, 141329, 141330, 141331, 141333, 141334

Chart: 073

* Positive number denotes a surplus/Negative denotes a deficit

* Positive number denotes a surplus/Negative denotes a deficit

STU LINE ITEM BUCKS	79980	CON	Before	STU	581	2,142,871	1,697,788	0	4,159,235	697,000	0	117,000	4,000	0	0	582,000	0	0	0	0	0	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	15,662,494	LINE ITEM
			Adjust	STU	581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,848,000	0	0	0	0	0	0	0	0	0	5,848,000		
			After	STU	581	2,142,871	1,697,788	0	4,159,235	697,000	0	117,000	4,000	0	0	582,000	0	0	0	0	5,848,000	0	0	0	0	0	0	0	0	5,111,600	1,151,000	0	21,510,494	
CARBON REDUCTION PROGRAM LINE ITEM MONTGOMERY	119299	CON	Before	CRPU		790,000	0	0	8,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	14,061,000	LINE ITEM
			Adjust	CRPU		(790,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(790,000)		
			After	CRPU		0	0	0	8,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	13,271,000		
CITYWIDE 3R 110(C) PHILADELPHIA SR,----,110	112500	CON	Before	STU		5,378,610	0	0	2,000,000	0	0	438,000	0	0	3,940,000	0	0	3,036,000	0	0	6,024,000	0	0	0	0	0	0	0	0	0	0	20,816,610	OVERPROGRAMMED FOR AC CONVERSION, FUNDS NOT NEEDED.	
			Adjust	STU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,848,000	0	0	0	0	0	0	0	0	0	0	(5,848,000)		
			After	STU		5,378,610	0	0	2,000,000	0	0	438,000	0	0	3,940,000	0	0	3,036,000	0	0	176,000	0	0	0	0	0	0	0	0	0	0	14,968,610		
CITYWIDE 3R 110(C) PHILADELPHIA SR,----,110	112500	CON	Before	STP		1,562,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,562,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
			Adjust	STP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	STP		1,562,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,562,000		
CITYWIDE 3R 110(C) PHILADELPHIA SR,----,110	112500	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	ADDING FUNDS FOR AC CONVERSION	
			Adjust	CRPU		790,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	790,000		
			After	CRPU		790,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	790,000		
Before FFY Totals						26,932,443	4,816,364	0	27,242,705	2,091,000	0	5,204,000	12,000	0	11,820,000	1,746,000	0	9,108,000	0	0	18,072,000	0	0	0	0	0	0	0	0	19,840,800	3,453,000	0	130,338,312	
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						26,932,443	4,816,364	0	27,242,705	2,091,000	0	5,204,000	12,000	0	11,820,000	1,746,000	0	9,108,000	0	0	18,072,000	0	0	0	0	0	0	0	0	19,840,800	3,453,000	0	130,338,312	

MA IDs:

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR SEPTEMBER 2025
Chart #74

Chart: 074

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT			Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																													
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0	3,320,000	LINE ITEM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
MONTGOMERY			Adjust	CRP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
			After	CRP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,636,000	0	0	1,684,000	0	0	3,320,000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRPU		0	0	0	8,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	13,271,000	LINE ITEM																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
MONTGOMERY			Adjust	CRPU		0	0	0	(2,000,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(2,000,000)																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
			After	CRPU		0	0	0	6,765,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,506,000	0	0	11,271,000																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
MONTGOMERY COUNTY EV CHARGING PROGRAM	82029	PE	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

TIP MODIFICATIONS FOR SEPTEMBER 2025

Chart: 075

* Positive number denotes a surplus/Negative denotes a deficit

AMENDMENT				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
TAP/HTS/SR2S LINE ITEM RESERVE DISTRICTWIDE	64984	CON	Before	TAU		4,119,559	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	100,501,559	LINE ITEM
			Adjust	TAU		(4,119,559)	0	0	(80,441)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(4,200,000)		
			After	TAU		0	0	0	8,681,559	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	96,301,559	
COTTMAN AVE: CASTOR AVE TO US 1 PHILADELPHIA SR,0073,000	82199	CON	Before			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	DRAWING DOWN FUNDS TO FULLY FUND THE COTTMAN AVE COMPLETE STREETS PROJECT. THE LOCAL FUNDS ARE A COMBINATION OF PHILA WATER DEPT \$2.7M & COMMERCE \$1.25M. THERE WILL ALSO BE \$6M OF SPIKE NHPP FUNDS AND \$3.9M IN ASE FUNDS PROGRAMMED BY THE STATEWIDE SECTION IN CO.
			Adjust	TAU	LOC	4,119,559	0	3,950,000	80,441	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,150,000			
			After	TAU	LOC	4,119,559	0	3,950,000	80,441	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8,150,000			
Before FFY Totals						4,119,559	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	100,501,559	TOTAL ADJUST IS DUE TO THE USE OF LOCAL FUNDS.
FFY Adjustment Totals						0	0	3,950,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,950,000			
After FFY Totals						4,119,559	0	3,950,000	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	8,762,000	0	0	35,048,000	0	0	104,451,559	

MA IDs:

Chart: 076

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (in \$1,000's)

TIP MODIFICATIONS FOR SEPTEMBER 2025
Chart #76

* Positive number denotes a surplus/Negative denotes a deficit																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
AMENDMENT				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS FFY			TOTAL	Remarks																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																											
CARBON REDUCTION PROGRAM LINE ITEM	119299	CON	Before	CRP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Chart: 077

TIP MODIFICATIONS FOR AUGUST 2025
Chart #77

Administrative Action				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	1,744,000	1,356,129	1,017,500	14,956	8,339	86,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	56,810,976	LINE ITEM
			Adjust	BOF	185	4,984,000	0	0	16,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000,000		
			After	BOF	185	6,728,000	1,356,129	1,017,500	30,956	8,339	86,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	61,810,976	
N NARBERTH AVE O/ AMTRAK(C)	64798	UTL	Before	BOF		4,984,000	0	0	16,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,000,000	PHASE NOT NEEDED. UTL WORK PART OF CON PHASE WITH AMTRAK SUPPORT COSTS.	
MONTGOMERY			Adjust	BOF		(4,984,000)	0	0	(16,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,000,000)			
SR,7412,NNA			After			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
BRIDGE RESERVE LINE ITEM BUCKS	79929	CON	Before	BOF	185	6,728,000	1,356,129	1,017,500	30,956	8,339	86,000	0	1,789,338	0	0	1,933,000	0	0	51,000	0	0	189,000	0	0	0	0	0	0	0	1,724,000	46,897,714	0	61,810,976	LINE ITEM
			Adjust	BOF	185	(6,728,000)	0	0	0	0	0	0	0	407,000	0	0	400,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(5,921,000)		
			After	BOF	185	0	1,356,129	1,017,500	30,956	8,339	86,000	0	1,789,338	0	407,000	1,933,000	0	400,000	51,000	0	0	189,000	0	0	0	0	0	0	1,724,000	46,897,714	0	55,889,976		
N NARBERTH AVE O/ AMTRAK(C)	64798	CON	Before	BOF		1,000,000	0	0	2,155,000	0	0	2,638,000	0	0	2,000,000	0	0	3,123,000	0	0	0	0	0	0	0	0	0	0	0	0	0	10,916,000	ADDING FUNDS TO MATCH RECENT LOW BID PLUS INSPECTION, PLUS ADVANCING FUNDS FOR AC CONVERSION.	
MONTGOMERY			Adjust	BOF		6,728,000	0	0	0	0	0	0	(407,000)	0	0	(400,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,921,000			
SR,7412,NNA			After	BOF		7,728,000	0	0	2,155,000	0	0	2,638,000	0	0	1,593,000	0	0	2,723,000	0	0	0	0	0	0	0	0	0	0	0	0	0	16,837,000		
Before FFY Totals						14,456,000	2,712,258	2,035,000	2,216,912	16,678	172,000	2,638,000	3,578,676	0	2,000,000	3,866,000	0	3,123,000	102,000	0	0	378,000	0	0	0	0	0	0	3,448,000	93,795,428	0	134,537,952		
FFY Adjustment Totals						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
After FFY Totals						14,456,000	2,712,258	2,035,000	2,216,912	16,678	172,000	2,638,000	3,578,676	0	2,000,000	3,866,000	0	3,123,000	102,000	0	0	378,000	0	0	0	0	0	0	3,448,000	93,795,428	0	134,537,952		

DVRPC FFY 2025 - 2028 TIP for PENNSYLVANIA
FISCAL CONSTRAINT CHART
FEDERAL & STATE FUNDS (In \$1,000's)

MA IDs:

TIP MODIFICATIONS FOR AUGUST 2025
Chart #78

Chart: 078

* Positive number denotes a surplus/Negative denotes a deficit

Administrative Action				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			2ND 4 YRS FFY 2029			2ND 4 YRS FFY 2030			2ND 4 YRS FFY 2031			2ND 4 YRS FFY 2032			3RD 4 YRS			TOTAL	Remarks
Project Title	MPMS	Phs	Amts.	Fed.	Sta.	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC	Fed. (\$)	State (\$)	LOC		
REGIONAL SAFETY INITI	57927	CON	Before	HSIP		0	0	0	187,328	0	0	2,153,000	0	0	19,704,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	212,940,328	LINE ITEM
DISTRICT LINE ITEM			Adjust	HSIP		715,000	0	0	0	0	(715,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
			After	HSIP		715,000	0	0	187,328	0	0	1,438,000	0	0	19,704,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	212,940,328	
63RD ST SAFETY IMP	115435	FD	Before	HSIP		1,500,000	0	0	1,500,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,000,000	CASH FLOWING AND FREEING UP FUNDS FOR AUCS.	
PHILADELPHIA			Adjust	HSIP		(1,500,000)	0	0	0	0	715,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(785,000)		
SR,3015,SIP			After	HISP		0	0	0	1,500,000	0	0	715,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,215,000		
COBBS CREEK PARKWAY: MARKET-WOODLAND	120762	CON	Before	HSIP	TC	1,700,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,700,000	ADDING FUNDS FROM THE PARENT PROJECT TO THE CON BREAKOUT.		
PHILADELPHIA			Adjust	HSIP	TC	785,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	785,000			
SR,3015,SP1			After	HSIP	TC	2,485,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,485,000			
COBBS CREEK PARKWAY: MARKET-WOODLAND	120762	CON	Before		581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	9,300,000	NO CHANGE, INCLUDED TO SHOW OVERALL PHASE COST.	
PHILADELPHIA			Adjust		581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SR,3015,SP1			After		581	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	9,300,000			

Chart: 078

* Positive number denotes a surplus/Negative denotes a deficit

REGIONAL SAFETY INITI			Before	HSIP		715,000	0	0	187,328	0	0	1,549,000	0	0	19,704,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	213,051,328	LINE ITEM
DISTRICT LINE ITEM	57927	CON	Adjust	HSIP		(715,000)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(715,000)		
			After	HSIP		0	0	0	187,328	0	0	1,549,000	0	0	19,704,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	23,862,000	0	0	95,448,000	0	0	212,336,328	
BROAD ST SAFETY IMP: ALLEGHENY-HUNTING PARK AVE(C)	115430	CON	Before	HVRU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.	
PHILADELPHIA			Adjust	HVRU		200,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200,000		
SR,0611,SIP			After	HVRU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000		
LOW COST SAFETY IMP 6-0(C)	112524	CON	Before	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.	
PHILADELPHIA			Adjust	HSIP		150,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	150,000		
SR,----,SIP			After	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000		
VINE ST CORRIDOR SAFETY IMP(C)	115442	FD	Before	HVRU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.	
PHILADELPHIA			Adjust	HVRU		125,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	125,000		
SR,2676,SIP			After	HVRU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000		
MAIN ST SAFETY: EGYPT TO FORREST/AIRY	110971	PE	Before	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.	
MONTGOMERY			Adjust	HSIP		102,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102,000		
SR,3009,SIP			After	HSIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000		
BETHLEHEM PIKE SAFETY IMP(C)	114944	CON	Before	HVRU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.	
MONTGOMERY			Adjust	HVRU		52,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52,000		
SR,2018,SIP			After	HVRU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000		
HENRY AVE CONGESTED COOR 1(C)	80104	CON	Before	HVRU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.	
PHILADELPHIA			Adjust	HVRU		49,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49,000		
SR,4001,SIP			After	HVRU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000		
FRANKFORD AVE SIGNAL IMP(C)	106993	PE	Before	HVRU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000	PREVIOUSLY OBLIGATED, ADDING FUNDS TO ADDRESS AUC.	
PHILADELPHIA			Adjust	HVRU		37,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37,000		
SR,0013,SP2			After	HVRU		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,300,000	0	0	0	0	0	9,300,000		
			Before FFY Totals			3,915,000	0	0	1,874,656	0	0	3,702,000	0	0	39,408,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	74,400,000	0	190,896,000	0	0	505,091,656	
			FFY Adjustment Totals			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
			After FFY Totals			3,200,000	0	0	1,874,656	0	0	3,702,000	0	0	39,408,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	0	0	47,724,000	74,400,000	0	190,896,000	0	0	504,376,656	

MA IDs:

Chart: 079

* Positive number denotes a surplus/Negative denotes a deficit

PHASE IS FUNDED WITH 581
STATE FUNDS. CANNOT USE
THE FED FUNDS.

* Positive number denotes a surplus/Negative denotes a deficit

[illegible]

* Positive number denotes a surplus/Negative denotes a deficit

[illegible]

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Amendment (MA ID:) Statewide & DVRPC TIPS				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
State (15%) Reserve / Central Office	84337	CON	Before		s581		1,133,108			153,477			1,071,309			396,331		Statewide Highway Reserve used as source of funds to maintain fiscal constraint.
			Adjust		s581		(100,000)											
			After		s581		1,033,108			153,477			1,071,309			396,331		
Bellwether District Master Study /BWS Philadelphia	118010	STUDY	Before		s581													Add phase. \$100,000 state s581 provided from Statewide (15%) Reserve. \$700,000 PRIV included to show full funding of the study.
			Adjust		s581		100,000	700,000										
			After		s581		100,000	700,000										
Before Totals						\$0	\$1,133,108	\$0	\$0	\$153,477	\$0	\$0	\$1,071,309	\$0	\$0	\$396,331	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$700,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$1,133,108	\$700,000	\$0	\$153,477	\$0	\$0	\$1,071,309	\$0	\$0	\$396,331	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140745) Interstate & D6				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before	NHPP		26,480,554			5,205,059			36,974,012			18,839,941			Line Item used as funding source to maintain fiscal constraint.
			Adjust	NHPP					15,000,000					(15,000,000)				
			After	NHPP		26,480,554			20,205,059			36,974,012			3,839,941			
I-95 (SB): Race-Shackamaxon 95/GR6 Philadelphia	103553	CON	Before	NHPP					45,000,000			30,000,000			30,000,000			Cashflowing from FFY 2026 to FFY 2028 to maximize funding on current program. EST let date 4/23/2026.
			Adjust	NHPP					(15,000,000)					15,000,000				
			After	NHPP					30,000,000			30,000,000			45,000,000			
Before Totals						\$26,480,554	\$0	\$0	\$50,205,059	\$0	\$0	\$66,974,012	\$0	\$0	\$48,839,941	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$26,480,554	\$0	\$0	\$50,205,059	\$0	\$0	\$66,974,012	\$0	\$0	\$48,839,941	\$0	\$0	

NOTES

State match provided via toll credits.

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140833) Interstate & D6					Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
I-76 Flex Lane WB: US 1-Belmont Ave 76/FL3 Montgomery	116839	ROW	Before	NHPP		5,000,000			5,000,000									Moving 2M from ROW to FD phase to better align with estimate.	
			Adjust	NHPP		(2,000,000)													
			After	NHPP		3,000,000			5,000,000										
I-76 Flex Lane WB: US 1-Belmont Ave 76/FL3 Montgomery	116839	FD	Before	NHPP		9,000,000												Moving 2M from ROW to FD phase to better align with estimate.	
			Adjust	NHPP		2,000,000													
			After	NHPP		11,000,000													
Before Totals						\$14,000,000	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$14,000,000	\$0	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0			

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140843) Interstate & D6				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before	NHPP	185	31,980,554	6,983,013		20,205,059	1,611,000		23,244,517	14,079,830		3,839,941	7,593,024		Interstate Contingency used to balance funds.
			Adjust	NHPP	185	(2,000,000)	(250,000)		2,000,000	250,000								
			After	NHPP	185	29,980,554	6,733,013		22,205,059	1,861,000		23,244,517	14,079,830		3,839,941	7,593,024		
I95 Br Rehab: Island Av-Phl Navy Yard 95/GPB Philadelphia	115805	PE	Before	NHPP	185				4,500,000	500,000		4,500,000	500,000					Advance PE phase to cover AUC.
			Adjust	NHPP	185	2,000,000	250,000		(2,000,000)	(250,000)								
			After	NHPP	185	2,000,000	250,000		2,500,000	250,000		4,500,000	500,000					
Before Totals						\$31,980,554	\$6,983,013	\$0	\$24,705,059	\$2,111,000	\$0	\$27,744,517	\$14,579,830	\$0	\$3,839,941	\$7,593,024	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$31,980,554	\$6,983,013	\$0	\$24,705,059	\$2,111,000	\$0	\$27,744,517	\$14,579,830	\$0	\$3,839,941	\$7,593,024	\$0	

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140845) Interstate & D6				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before	NHPP	581	29,980,554	1,340,607		22,205,059	3,213,180		31,474,012	2,100,246		3,839,941	13,757,144		Line Item used as funding source.
			Adjust	NHPP	581	(1,200,000)	(300,000)											
			After	NHPP	581	28,780,554	1,040,607		22,205,059	3,213,180		31,474,012	2,100,246		3,839,941	13,757,144		
I-95: Shackamaxon - Ann 95/GIR Philadelphia	17821	PE	Before	NHPP	581							800,000	200,000					Adding PE in FFY 2025 due to additional Archaeology field work is required to be performed in 2025 and early 2026 to clear the SR 0095 Section GR6 Project for construction in 2026 (MPMS# 103553).
			Adjust	NHPP	581	1,200,000	300,000											
			After	NHPP	581	1,200,000	300,000					800,000	200,000					
Before Totals						\$29,980,554	\$1,340,607	\$0	\$22,205,059	\$3,213,180	\$0	\$32,274,012	\$2,300,246	\$0	\$3,839,941	\$13,757,144	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$29,980,554	\$1,340,607	\$0	\$22,205,059	\$3,213,180	\$0	\$32,274,012	\$2,300,246	\$0	\$3,839,941	\$13,757,144	\$0	

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 141155) Interstate & D6				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before	NHPP		5,927,948			4,477,559			23,244,517			3,839,941			Line Item used to maintain fiscal constraint.
			Adjust	NHPP		1,600,000			1,600,000			1,600,000			1,600,000			
			After	NHPP		7,527,948			6,077,559			24,844,517			5,439,941			
I-95 Design Support Serv 95/DSM Philadelphia	46959	PE	Before	NHPP	581	1,600,000	400,000		1,600,000	400,000		1,600,000	400,000		1,600,000	400,000		Returning Federal funds to Interstate Line item.
			Adjust	NHPP	581	(1,600,000)			(1,600,000)			(1,600,000)			(1,600,000)			
			After	NHPP	581		400,000			400,000			400,000			400,000		
Before Totals						\$7,527,948	\$400,000	\$0	\$6,077,559	\$400,000	\$0	\$24,844,517	\$400,000	\$0	\$5,439,941	\$400,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$7,527,948	\$400,000	\$0	\$6,077,559	\$400,000	\$0	\$24,844,517	\$400,000	\$0	\$5,439,941	\$400,000	\$0	

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 141410) D6-0 Interstate TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Interstate Contingency / Central Office	75891	CON	Before	NHPP		7,293,948			3,742,559			24,844,517			5,439,941			Interstate Contingency line item used as source of funds to maintain fiscal constraint.
			Adjust	NHPP		(162,143)												
			After	NHPP		7,131,805			3,742,559			24,844,517			5,439,941			
I-95: Levick St - Bleigh 95/CPR Philadelphia	47394	ROW	Before															Add ROW phase to current TIP
			Adjust	NHPP		162,143												
			After	NHPP		162,143												
Before Totals						\$7,293,948	\$0	\$0	\$3,742,559	\$0	\$0	\$24,844,517	\$0	\$0	\$5,439,941	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$7,293,948	\$0	\$0	\$3,742,559	\$0	\$0	\$24,844,517	\$0	\$0	\$5,439,941	\$0	\$0	

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID:141594) Interstate (D11 & D6)					Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Fort Duquesne Bridge Rehab & Preservation 279/A89 Allegheny	109270	FD	Before	NHPP		14,400,000												Cashflow funds from FFY 2025 to FFY 26/27.	
			Adjust	NHPP		(14,400,000)			9,898,781			4,501,219							
			After	NHPP					9,898,781			4,501,219							
I-95: Margaret-Carver (C) 95/BS2 Philadelphia	79910	CON	Before	NHPP		50,500,000			40,000,000			6,181,786						Advancing funds from FFY 26/27 to FFY 2025.	
			Adjust	NHPP		14,400,000			(9,898,781)			(4,501,219)							
			After	NHPP		64,900,000			30,101,219			1,680,567							
Before Totals						\$64,900,000	\$0	\$0	\$40,000,000	\$0	\$0	\$6,181,786	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
After Totals						\$64,900,000	\$0	\$0	\$40,000,000	\$0	\$0	\$6,181,786	\$0	\$0	\$0	\$0	\$0		

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (NAID: 141587) Interstate TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	
Interstate Contingency / Central Office	75891	CON	Before Adjust After	NHPP NHPP NHPP		7,131,805			3,742,559			24,844,517			5,439,941			13,377,400			20,000,000			32,500,000			5,000,000			181,930,201			Line item used as funding source to maintain fiscal constraint.
I-95: Tioga St to Wheatsteeal Ln	103557	CON	Before Adjust After	NHPP NHPP NHPP					8,814,729			48,814,729			43,379,647			36,370,542			41,991,644			45,443,438			11,000,000						Cashflow to maximize funding on Interstate program. EST Let Date 10/9/2025
Philadelphia																																	
I-95/US 322 Interchange Improvements																																	
95/322 Delaware	15477	CON	Before Adjust After	NHPP NHPP NHPP																													Cashflow to maximize funding on Interstate program. EST Let Date 10/9/2025
Before Totals						\$7,131,805	\$0	\$0	\$52,557,288	\$0	\$0	\$68,224,164	\$0	\$0	\$41,810,483	\$0	\$0	\$55,369,044	\$0	\$0	\$60,443,438	\$0	\$0	\$61,500,000	\$0	\$0	\$40,000,000	\$0	\$0	\$216,930,201	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
After Totals						\$7,131,805	\$0	\$0	\$52,557,288	\$0	\$0	\$68,224,164	\$0	\$0	\$41,810,483	\$0	\$0	\$55,369,044	\$0	\$0	\$60,443,438	\$0	\$0	\$61,500,000	\$0	\$0	\$40,000,000	\$0	\$0	\$216,930,201	\$0	\$0	\$0

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Amendment 06 (12/1/2025) Interstate 4 De			Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			FFY 2029			FFY 2030			FFY 2031			FFY 2032			FFY 2033-2036			Remarks
Project Title	MPMS	Phase	Ants	Fed	State	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH	Federal	State	Loc/OTH				
Interstate Contingency	75891	CON	Before	NHPP		7,131,805			12,557,288			24,844,517			25,439,941			13,377,400			20,000,000			23,685,271			5,000,000			141,930,201	Line item used as funding source to maintain fiscal constraint.		
			Adjust	NHPP					20,000,000																								
Central Office			After	NHPP		7,131,805			12,557,288			24,844,517			45,439,941			13,377,400			20,000,000			23,685,271			20,000,000			106,930,201			
I-95 (NB) Race - Shackamaxon to GRS	75828	CON	Before	NHPP											40,000,000			40,000,000			40,000,000			30,000,000			30,000,000			5,069,000	Cashflow to maximize funding on Interstate program. EST Let Date 6/29/2028		
			Adjust	NHPP											(20,000,000)						40,000,000						(15,000,000)			35,000,000			
Philadelphia			After	NHPP											20,000,000			40,000,000			40,000,000			40,701,000			40,000,000			40,069,000			
Before Totals						\$7,131,805	\$0	\$0	\$12,557,288	\$0	\$0	\$24,844,517	\$0	\$0	\$65,439,941	\$0	\$0	\$53,377,400	\$0	\$0	\$60,000,000	\$0	\$0	\$53,685,271	\$0	\$0	\$60,701,000	\$0	\$0	\$146,999,201			
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$7,131,805	\$0	\$0	\$12,557,288	\$0	\$0	\$24,844,517	\$0	\$0	\$65,439,941	\$0	\$0	\$53,377,400	\$0	\$0	\$60,000,000	\$0	\$0	\$53,685,271	\$0	\$0	\$60,701,000	\$0	\$0	\$146,999,201	\$0	\$0	

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID:140632) Statewide & DVRPC TIPS					Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
HSIP Set Aside Reserve / Central Office	101969	CON	Before Adjust	sHSIP sHSIP		2,385,985 2,100,000			9,652,290 900,000			40,898,800			40,494,355			HSIP Set Aside Reserve balancing source of funds to maintain fiscal constraint.	
Systemic Improvements: Intersection Safety /SIP Montgomery	82087	PE	After Adjust	sHSIP sHVRU		4,485,985 (700,000)			10,552,290 700,000			40,898,800			40,494,355			defer funds to intended use	
Systemic Improvements: Wrong Way Countermeasu /SIP Montgomery	82089	PE	Before Adjust	sHSIP sHSIP		1,000,000 (700,000)												defer funds to intended use	
Systemic Improvements: Vulnerable Users /SIP Montgomery	82088	PE	After Adjust	sHSIP sHVRU		300,000 (700,000)			700,000 700,000									defer funds to intended use	
Systemic Improvements: Vulnerable Users /SIP Montgomery	82088	CON	Before Adjust After	sHVRU sHVRU sHVRU					3,000,000 (3,000,000)									remove phase.	
Administrative Action (MA ID:140636 / TC:140639) Statewide & DVRPC TIPS					Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
HSIP Set Aside Reserve / Central Office	101969	CON	Before Adjust	sHSIP sHSIP		4,485,985 (3,000,000)			10,552,290			40,898,800			40,494,355			HSIP Set Aside Reserve balancing source of funds to maintain fiscal constraint.	
Systemic Improvements-Vulnerable Users (C) /SIP Philadelphia	117796	CON	After Adjust After	sHSIP sHVRU sHVRU		1,485,985 3,000,000 3,000,000			10,552,290			40,898,800			40,494,355			Increase for work order additional locations.	
Before Totals						\$9,871,970	\$0	\$0	\$23,204,580	\$0	\$0	\$81,797,600	\$0	\$0	\$80,988,710	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$9,871,970	\$0	\$0	\$23,204,580	\$0	\$0	\$81,797,600	\$0	\$0	\$80,988,710	\$0	\$0		

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140743) STWD - DVRPC				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
TAP Reserve / Central Office	60560	CON	Before	TAP		55,316			2,939,867			1,779,988			30,604,000			Balancing Source
			Adjust	TAP		1,755,000			(1,755,000)									
			After	TAP		1,810,316			1,184,867			1,779,988			30,604,000			
Jennersville Sidewalk 796/JSC Chester	118355	CON	Before	TAP		845,000												Cashflow to match estimated let date
			Adjust	TAP		(845,000)			845,000									
			After	TAP					845,000									
Liberty Bell Trail 1004/LBT Montgomery	118356	CON	Before	TAP		910,000												Cashflow to match estimated let date
			Adjust	TAP		(910,000)			910,000									
			After	TAP					910,000									
Before Totals						\$1,810,316	\$0	\$0	\$2,939,867	\$0	\$0	\$1,779,988	\$0	\$0	\$30,604,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$1,810,316	\$0	\$0	\$2,939,867	\$0	\$0	\$1,779,988	\$0	\$0	\$30,604,000	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140844) Statewide & DVRPC TIPs					Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title		MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Multimodal Reserve / Central Office		102893	CON	Before		411		51,122,687			83,637,886			87,340,000			89,867,000		Multimodal Reserve line item used as source of funds to maintain fiscal constraint.
				Adjust		411		(513,530)											
Prospect Ave Pedestrian Improvements R10 841/MTF Chester		81889	CON	After		411		50,609,157			83,637,886			87,340,000			89,867,000		Adding CON phase as per MTF agreement. Local borough funds are additional to the STIP.
				Before															
				Adjust		411		513,530	200,000										
				After		411		513,530	200,000										
Before Totals							\$0	\$51,122,687	\$0	\$0	\$83,637,886	\$0	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals							\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals							\$0	\$51,122,687	\$200,000	\$0	\$83,637,886	\$0	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140855) DVRPC TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
PA 23 Corridor Safety Improvments	115423	CON	Before	HSIP		3,000,000												Flip funding from HSIP to HVRU. JPH approved 6/24/2025.
			Before	HVRU														
23/SIP			Adjust	HSIP		(3,000,000)												
			Adjust	HVRU		3,000,000												
			After	HSIP														
Chester			After	HVRU				3,000,000										
Before Totals						\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 140950) Statewide and DVRPC TIPs				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
4th Street RR WD 2029/388 Delaware	115872	CON	Before Adjust After	RRX RRX RRX		17,082												Increase to cover AUC	
Unionville Rd Grade Xing 842/280 Chester	119786	CON	Before Adjust After	RRX RRX RRX		396,621 24,478 421,099												Increase to cover AUC	
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX		474,930 (41,560) 433,370			68,210			245,993			854,007			RRX Reserve Line Item source of funds	
Administrative Action (MA ID: 140951) Statewide and SPC (D12) TIPs				Fund Type			FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth		
Dunlevy Corridor / Washington	103186	CON	Before Adjust After	RRX RRX RRX		2,368 2,368												Increase to cover AUC	
Bridge Street and Eureka Hill Grade Crossings 981/RRX Westmoreland	106061	CON	Before Adjust After	RRX RRX RRX		4,075 4,075												Increase to cover AUC	
RRX Reserve / Central Office	98255	CON	Before Adjust After	RRX RRX RRX		433,370 (6,443) 426,927			68,210			245,993			854,007			RRX Reserve Line Item source of funds	
Before Totals						\$1,304,921	\$0	\$0	\$136,420	\$0	\$0	\$491,986	\$0	\$0	\$1,708,014	\$0	\$0	Actions do not affect air quality conformity.	
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0		
After Totals						\$1,304,921	\$0	\$0	\$136,420	\$0	\$0	\$491,986	\$0	\$0	\$1,708,014	\$0	\$0		

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 141172) Statewide & DVRPC TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
PROTECT Reserve / Central Office	118322	CON	Before	PRTCT		2,272,934			5,446,926			47,290,400			62,639,000			PROTECT Reserve line item used as source of funds to maintain fiscal constraint.
			Adjust	PRTCT		(1,771,000)												
			After	PRTCT		501,934			5,446,926			47,290,400			62,639,000			
US 30 Sinkhole Remediation 2025(C) 30/SK2 Chester	104807	CON	Before	PRTCT		5,980,000												Increase CON phase to cover low bid + inspection above estimate.
			Adjust	PRTCT		1,521,000												
			After	PRTCT		7,501,000												
Bondsville Road Retaining Wall 4015/CBC Chester	120062	PE	Before	PRTCT		650,000												Increase PE phase to match consultant price proposal.
			Adjust	PRTCT		250,000												
			After	PRTCT		900,000												
Before Totals						\$8,902,934	\$0	\$0	\$5,446,926	\$0	\$0	\$47,290,400	\$0	\$0	\$62,639,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$8,902,934	\$0	\$0	\$5,446,926	\$0	\$0	\$47,290,400	\$0	\$0	\$62,639,000	\$0	\$0	

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 141206) Statewide & DVRPC TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
PROTECT Reserve / Central Office	118322	CON	Before	PRTCT		501,934			5,446,926			47,290,400			62,639,000			Statewide PROTECT Reserve used as source of funds to maintain fiscal constraint.
			Adjust	PRTCT		(133,164)												
			After	PRTCT		368,770			5,446,926			47,290,400			62,639,000			
US 30 Sinkhole Remediation 2025(C) 30/SK2 Chester	104807	CON	Before	PRTCT		7,501,000												Increase to cover low-bid.
			Adjust	PRTCT		133,164												
			After	PRTCT		7,634,164												
Before Totals						\$8,002,934	\$0	\$0	\$5,446,926	\$0	\$0	\$47,290,400	\$0	\$0	\$62,639,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$8,002,934	\$0	\$0	\$5,446,926	\$0	\$0	\$47,290,400	\$0	\$0	\$62,639,000	\$0	\$0	

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FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Administrative Action (MA ID: 141414) Statewide & DVRPC TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
Multimodal Reserve / Central Office	102893	CON	Before		411		48,640,493			83,637,886			87,340,000			89,867,000		Multimodal Reserve line item used as source of funds to maintain fiscal constraint.
			Adjust		411		(1,977,846)											
			After		411		46,662,647			83,637,886			87,340,000			89,867,000		
St. Paul's Church Rd over Macoby Creek R10 7219/MTF Montgomery	81895	PE	Before															Add PE phase as per MTF agreement. Local funds are sourced from Capital Fund.
			Adjust		411			222,193										
			After		411			222,193										
St. Paul's Church Rd over Macoby Creek R10 7219/MTF Montgomery	81895	CON	Before															Add CON phase as per MTF agreement. Local funds are sourced from Capital Fund.
			Adjust		411		1,977,846	371,161										
			After		411		1,977,846	371,161										
Before Totals						\$0	\$48,640,493	\$0	\$0	\$83,637,886	\$0	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$593,354	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$0	\$48,640,493	\$593,354	\$0	\$83,637,886	\$0	\$0	\$87,340,000	\$0	\$0	\$89,867,000	\$0	

NOTES

FISCAL CONSTRAINT CHART
FFY 2025-2028 TIP Highway/Bridge

Amendment (MA ID:) Statewide & DVRPC (D6) TIPs				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
NHPP Reserve / Central Office	102466	CON	Before Adjust After	sNHPP sNHPP sNHPP		14,890,124 14,890,124			8,849,000 (6,000,000) 2,849,000			750,000 750,000			55,000 55,000			Line Item used as funding source to maintain fiscal constraint.
Cottman Ave: Castor Ave to US 1 73/000 Philadelphia	82199	CON - TOLL	Before Before Adjust Before After Before	sNHPP TAU sNHPP TAU sNHPP TAU		 4,119,559 4,119,559		 3,950,000 3,950,000	 80,441 6,000,000 80,441			 			 			Local funds are a combination of Philadelphia Water Dept for \$2.7M and Commerce by \$1.25M. 6M sNHPP and 3.9 ASE (committed on MPMS 118100) fund contribution from Statewide section. EST Let date early 2026
Before Totals						\$23,129,242	\$0	\$7,900,000	\$9,009,882	\$0	\$0	\$750,000	\$0	\$0	\$55,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$14,890,124	\$0	\$0	\$8,849,000	\$0	\$0	\$750,000	\$0	\$0	\$55,000	\$0	\$0	

NOTES

Amendment (MA ID: 140168) D6-0 DVRPC TIP				Fund Type		FFY 2025			FFY 2026			FFY 2027			FFY 2028			Remarks
Project Title	MPMS	Phase	Amts	Fed	State	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	Federal	State	Loc/Oth	
PROTECT Reserve /	118322	CON	Before Adjust PRTCT			5,525,000 (5,525,000)						56,825,900			62,639,000			PROTECT Reserve line item used as source of funds to maintain fiscal constraint.
Central Office			Before Adjust PRTCT									56,825,900			62,639,000			
East High Street over Spragels Run 4031/MSR Montgomery	16651	PE	Before Adjust PRTCT			280,000 280,000												Let Date: None given
East High Street over Spragels Run 4031/MSR Montgomery	16651	CON	Before Adjust PRTCT			2,600,000 2,600,000												Let Date: None given
Districtwide MS4-SWM Improvements Group 2 /SWM Chester	81915	PE	Before Adjust PRTCT			185,000 185,000												Let Date: None given
Districtwide MS4-SWM Improvements Group 2 /SWM Chester	81915	CON	Before Adjust PRTCT			1,060,000 1,060,000												Let Date: None given
Districtwide SWM/MS4 Improvements Group 1 /SWM Bucks	57630	PE	Before Adjust PRTCT			150,000 150,000												Let Date: None given
Districtwide SWM/MS4 Improvements Group 1 /SWM Bucks	57630	CON	Before Adjust PRTCT			700,000 700,000												Let Date: None given
Structure Hardening Group 2025 (Scour) 212/SCR Bucks	61936	PE	Before Adjust PRTCT			50,000 50,000												Let Date: None given
Structure Hardening Group 2025 (Scour) 212/SCR Bucks	61936	CON	Before Adjust PRTCT			500,000 500,000												Let Date: None given
Before Totals						\$5,525,000	\$0	\$0	\$0	\$0	\$0	\$56,825,900	\$0	\$0	\$62,639,000	\$0	\$0	Actions do not affect air quality conformity.
Adjustment Totals						\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
After Totals						\$5,525,000	\$0	\$0	\$0	\$0	\$0	\$56,825,900	\$0	\$0	\$62,639,000	\$0	\$0	

NOTES

NJDOT Fiscal Constraint Charts

(September 2025)

... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

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NJ TRANSIT
Fiscal Constraint Charts
(September 2025)

NJ TRANSIT Fiscal Constraint Chart #4

[illegible]

DVRPC FY2024 TIP for New Jersey (FY24-FY27)
Fiscal Constraint Chart #36 (in Millions)
DVRPC Highway (Local)

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

					First Four Years of the TIP (FY24–27)					Out Years (FY28–33)							10-Yr Total	Remarks
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total		
Burlington County Bus Purchase	D1510	EC	Before	CR-PHILA	0.000	0.388	0.000	0.000	0.388	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Administrative action NJ24-130 will modify the TIP by removing \$0.388 M CR-PHILA funding in FFY25 and flexing this amount to NJ TRANSIT's Small/Special Services Program (DB #T120) as CMAQ 5307 funds.	
Local			Adjust	CR-PHILA	0.000	(0.388)	0.000	0.000	(0.388)	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Burlington County			After	CR-PHILA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000
Camden County Bus Purchase	D0601	EC	Before	CR-PHILA	0.000	0.863	0.000	0.000	0.863	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Administrative action NJ24-130 will modify the TIP by removing \$0.863 M CR-PHILA funding in FFY25 and flexing this amount to NJ TRANSIT's Small/Special Services Program (DB #T120) as CMAQ 5307 funds.	
Local			Adjust	CR-PHILA	0.000	(0.863)	0.000	0.000	(0.863)	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Camden County			After	CR-PHILA	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.000
Gloucester County Bus Purchase	D9807	CON	Before	CMAQ	0.000	0.159	0.162	0.000	0.321	0.162	0.000	0.162	0.000	0.162	0.000	0.486	Administrative action NJ24-130 will modify the TIP by removing \$0.159 M CMAQ funding in FFY25 and flexing this amount to NJ TRANSIT's Section 5310 Program (DB #T150) as CMAQ 5310 funds.	
Local			Adjust	CMAQ	0.000	(0.159)	0.000	0.000	(0.159)	0.000	0.000	0.000	0.000	0.000	0.000	0.000		
Gloucester County			After	CMAQ	0.000	0.000	0.162	0.000	0.162	0.162	0.000	0.162	0.000	0.162	0.000	0.486		0.648
Small/Special Services Program	T120	EC	Before	CR-PHILA 5307	0.000	0.000	0.000	0.000	0.000	0.162	0.000	0.162	0.000	0.162	0.000	0.486	Administrative action NJ24-130 will modify the TIP by increasing the FFY25 EC phase by \$1.252 M CR-PHILA 5307 funds using the flexing of funds from DB #s D1510 & D0601. There is rounding between eSTIP and the DVRPC database in regards to the \$0.001 M funding difference.	
Various			Adjust	CR-PHILA 5307	0.000	1.252	0.000	0.000	1.252	0.000	0.000	0.000	0.000	0.000	0.000	0.000		1.252
NJ TRANSIT			After	CR-PHILA 5307	0.000	1.252	0.000	0.000	1.252	0.162	0.000	0.162	0.000	0.162	0.000	0.486		1.738
Section 5310 Program	T150	CAP	Before	CMAQ 5310	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Administrative action NJ24-130 will modify the TIP by adding \$0.16 M CMAQ 5310 funds to the FFY25 EC phase using the flexing of funds from DB #s D9807. There is rounding between eSTIP and the DVRPC database in regards to the \$0.001 M funding difference.	
Various			Adjust	CMAQ 5310	0.000	0.160	0.000	0.000	0.160	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.160
NJ TRANSIT			After	CMAQ 5310	0.000	0.160	0.000	0.000	0.160	0.000	0.000	0.000	0.000	0.000	0.000	0.000		0.160
Total Before				0.000	0.000	1.410	0.162	0.000	1.572	0.324	0.000	0.324	0.000	0.324	0.000	0.972	Fiscal Constraint is maintained.	
Total Adjust				0.000	0.00	0.002	0.000	0.000	0.002	0.000	0.000	0.000	0.000	0.000	0.000	0.002		
Total After				0.000	0.000	1.412	0.162	0.000	1.574	0.324	0.000	0.324	0.000	0.324	0.000	0.000		

1. ... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

2. Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STPBG (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBG suballocated funds distributed by population are not transferable to other apportioned programs. Source: https://www.fhwa.dot.gov/cfo/transferability_qa.cfm

***DVRPC Local
Fiscal Constraint Charts
(September 2025)***

DVRPC FY2024 TIP for New Jersey (FY24-FY27)
Fiscal Constraint Chart #31
DVRPC Local Highway Program (in Millions)

* Positive number denotes a surplus/(Negative) denotes a deficit, decrease, or return to the appropriate line item.

Informational and Formal TIP Actions					First Four Years of the TIP (FY24–27)					Out Years (FY28–33)							10-Yr Total	Remarks
Project Title/Local/Sponsor	DB #	Phase	Action	Fund Type	2024	2025	2026	2027	4-Yr Total	2028	2029	2030	2031	2032	2033	Out Yrs Total		
DVRPC, Future Projects Local Various	D026	ERC	Before	STBGP-TRENTON	2.450	-1.653	0.000	0.000	0.797	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.797	Administrative action to modify the TIP by increasing the FY25 ERC Phase by \$2.11 M STBGP-TRENTON from -\$1.653 M STBGP-TRENTON to \$0.358 M STBGP-TRENTON.
			Adjust	STBGP-TRENTON	0.000	2.011		0.000	2.011	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.011	
			After	STBGP-TRENTON	2.450	0.358	0.000	0.000	2.808	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.808	
Route 206, South Broad Street Bridge over Assunpink Creek Local Mercer	L064	CON	Before	STBGP-TRENTON	0.000	4.006	4.458	1.711	10.175	1.289	3.801	0.000	0.000	0.000	0.000	5.090	15.265	Administrative action to modify the TIP by removing \$4.006 M STBGP-TRENTON funding in the FY25 CON Phase. This project has been delayed to FFY26 and is fully funded on the FFY2026 Draft TIP.
			Adjust	STBGP-TRENTON	0.000	-4.006		0.000	-4.006	0.000	0.000	0.000				0.000	(4.006)	
			After	STBGP-TRENTON	0.000	0.000	4.458	1.711	6.169	1.289	3.801	0.000	0.000	0.000	0.000	5.090	11.259	
Extension of the Union Transportation Trail (Section #2) Local Mercer	D2506	CON	Before	STBGP-TRENTON	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Formal action to amend the TIP by adding the Extension of the Union Transportation Trail Section #2 (DB #TBD1) project into the TIP for CON in FY25 in the amount of \$1.995 M STBGP-TRENTON funding.
			Adjust	STBGP-TRENTON	0.000	1.995		0.000	1.995	0.000	0.000	0.000				0.000	1.995	
			After	STBGP-TRENTON	0.000	1.995	0.000	0.000	1.995	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.995	
Total Before					2.450	2.353	4.458	1.711	10.972	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.972	Fiscal Constraint is maintained.
Total Adjust					0.000	0.000	0.000	0.000	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	
Total After					2.450	2.353	4.458	1.711	10.972	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.972	

1. ... the net result for the first fiscal year must be that the Fiscal Constraint Bank has a zero or positive balance and that the net result for the constrained TIP/STIP period must also be a zero or positive balance. This will allow for temporary imbalances in the second, third, and fourth years, but will still maintain the overall Fiscal Constraint of the TIP/STIP. (MOU - Section C, Subsection 2, Paragraph 2)

2. Apportioned Program Funding Types that are Eligible for Transferability Under Section 126 of Title 23, United States Code are NHPP, STBGP (Formerly STP), HSIP, CMAQ, NHFP, and TAP. In other words, up to half of their programmed amounts in the TIP are transferable to another Federal funding type. STBGP suballocated funds distributed by population are not transferable to other apportioned programs. Source: https://www.fhwa.dot.gov/cfo/transferability_qa.cfm

Index of Frequently Used Transportation Acronyms, Codes, and Terminology in the TIP Actions Packet

Updated as of August 23, 2022

Index of Transportation Acronyms, Codes, and Terminology

*Acronym applies to the Pennsylvania (PA) TIP only.

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PROJECT PHASES OF WORK		
Acronym	Definition	Description
**CAP	Capital Acquisition	Used to denote the acquisition of rolling stock by NJ TRANSIT.
*CAP	Capital Asset Construction	Involves construction of buildings, structures, equipment, or intellectual property.
**CD	Concept Development	Involves traffic studies, needs analyses, corridor studies, and other preparatory work for New Jersey project development.
CON	Construction	Involves the actual building of a project.
*DES	Final Design	Consists of taking a recommended solution and scope of work defined in the preliminary design phase and developing a final design, including right-of-way and construction plans.
DS	Debt Service	Involves scheduled payments due for principal and interest on bonds for transit operator.
EC	Engineering/Construction	Funding can be used for both design and/or construction costs.
ER	Engineering/Right-of-Way	Funding can be used for both design and/or right-of-way costs.
ERC	Engineering/Right-of-Way/Construction	Funding can be used for design, right-of-way, and/or construction costs.
FD	Final Design	The refinement of the Initial Preferred Alternative (IPA) based upon environmental studies, community input and the needs of the traveling public.
**LPD	Local Preliminary Design	Preliminary design done by a local entity (local government, municipality) for New Jersey transportation projects.
OP	Operations Phase	Funding can be used for any activity required for the operation of a transit system.
**PD	Preliminary Design	The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative for New Jersey transportation projects.

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PROJECT PHASES OF WORK (Continued)		
Acronym	Definition	Description
PE	Preliminary Engineering	The process of advancing preliminary engineering and obtaining formal community and environmental approval of the Initially Preferred Alternative for Pennsylvania transportation projects.
PLS	Planning Study	Involves traffic studies, needs analyses, corridor studies, and other work preparatory to project development.
*PRD	Project Development	Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.
**PR	Project Development	Intended to develop feasible project proposals that produce the best balance among transportation needs, environmental values, public concerns, and costs.
*PUR	Purchase of Equipment	Involves the purchasing of equipment for Pennsylvania transportation projects.
ROW	Right-of-Way Acquisition	Involves purchasing the land needed to build a project.
**SWI	Statewide Investment	Used to describe a series of coordinated smaller-scale projects in multiple locations, and in multiple phases work, that address a specific mobility issue
UTL	Utilities	Utility relocation work associated with a project.

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HIGHWAY PROJECT FUNDING SOURCES

	<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
S	*A-073	Appropriation 073	State funding provided for Green Light-Go projects. Funds are appropriated out of the Motor License Fund and provided in a form of grants to municipalities for the operation and maintenance of traffic signals along critical and designated corridors on state highways and requires a municipal or private match of not less than 50% of the amount of funds to be provided. See Act 89 of 2013: Title 75, Section 9511(e.1).
S	*183/H-STATE	Appropriation 183	State funding which can be applied to local bridge projects.
S	*185/H-STATE	Appropriation 185	State funding which can be applied to state bridge projects.
S	*581/H-STATE	Appropriation 581	State funding which can be applied to highway projects on the state highway system.
S	*582/H-STATE	Appropriation 582	State funding which can be applied to the operations of various maintenance activities such as resurfacing projects maintenance personnel, and other maintenance operations
S	*916	Act 44	State funding to be used for the preservation and restoration of roadways and structurally deficient bridges as well as operations and maintenance of the system.
S	*ACT13	Act 13 of 2012	State funding from the Marcellus Shale Impact Fee to fund the cost of replacement or repair of locally owned (county or municipal) at-risk deteriorated bridges.
S	*BND	Bond Funds	State funding made available from the sale of state bonds and is applied to resurfacing projects, structurally deficient bridge projects, safety and capacity management projects.
F	**BFP-OS-BRDG	Bridge Formula Program Off System Bridge	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads. This funding is used for bridges that are off the federal-aid system.
F	BFP	Bridge Formula Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds to replace, rehabilitate, preserve, protect, and construct bridges on public roads.
F	BRIDGE	Federal Bridge Program	Provides funding for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete. This program is merged into NHPP in MAP-21.
F	**BRIDGE-OFF		Provides funding for the rehabilitation or replacement of bridges that are off the federal-aid system and are defined as structurally deficient and/or functionally obsolete. This program is merged into NHPP in MAP-21.

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HIGHWAY PROJECT FUNDING SOURCES (Continued)

	Acronym	Definition	Description
F	CR	Carbon Reduction Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for projects to reduce transportation emissions or the development of carbon reduction strategies.
F	CRRSAA	Coronavirus Response and Recovery Supplemental Appropriations Act	This federal-aid funding category was established under the The Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) and appropriated funds by geographic regions.
F	DEMO	Demonstration Funds	Federal transportation acts sometimes target specific projects in various states in addition to general programs for federal support. This funding category includes “demonstration” funding provided under Transportation Equity Act for the 21 st Century (TEA-21) and Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Projects with “demonstration”, or “high priority project”, funding often have special rules of use.
F	EB	Equity Bonus Program	Provides federal funding to states based on equity considerations. This program is discontinued in MAP-21.
F	ER	Emergency Relief Program	Provides federal funding for emergency and permanent repairs on Federal-aid highways and roads on Federal lands that have suffered serious damage as a result of a natural or man-made disaster.
S	*ECON	Economic Development	Special bond funding from the State Department of Economic Development. This fund type is now known as Transportation Infrastructure Investment (TIFF).
F	*ECON-R	American Recovery and Reinvestment Act Funds	Provides American Recovery and Reinvestment Act funding to State projects for restoration, repair, construction and other activities under the Surface Transportation Program.
F	*eSTP	Economic Development Surface Transportation Program Funds	A portion of Pennsylvania’s funds are reserved each year for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
F	FERRY	Federal Ferry Funds	Provides funding for the rehabilitation and/or development of ferry facilities throughout the State. FERRY is replaced by FBP in MAP-21.

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HIGHWAY PROJECT FUNDING SOURCES (Continued)			
	Acronym	Definition	Description
F	**NEVFP	National Electric Vehicle Formula Program	This federal-aid funding category established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
F	**PFP	PROTECT Formula Program	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) was established under the Infrastructure Investment and Jobs Act (IIJA), provides funds for planning, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.
F	STBGPP (formerly STP)	Surface Transportation Block Grant Program (formerly Surface Transportation Program)	Provides funding previously made available under various smaller federal-aid categories as well as broad, flexible components, such as safety and projects under the new Transportation Alternatives program (TAP). For the first time, truck parking and surface transportation infrastructure improvements at port terminals became eligible under MAP-21. STP remained the core federal highway program and with the broadest eligibility criteria in MAP-21. New eligible project categories added, while existing eligibilities are maintained under the FAST Act.
F	**STBGP-OS-BRDG	Surface Transportation Block Grant Program Off System Bridges	This federal-aid funding category provides funds for the rehabilitation or replacement of bridges defined as structurally deficient and/or functionally obsolete according to federal definitions. This funding is used for bridges that are off the federal-aid system.
F	STP-STU	Surface Transportation Program-Urban Allocation	Urban allocation of flexible federal funding that may be used by states and localities for projects on any Federal Aid highway, including the NHS and bridge projects on any road. Funds are typically used on highway projects, but can be used for transit capital projects and intracity and intercity bus terminals and facilities.
F	STP-TE	Surface Transportation Program-Transportation Enhancement Program	Provides funding for pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, environmental mitigation, rehabilitation of historic facilities related to transportation, renovated streetscapes, rail-trails and other transportation trails, transportation museums, and scenic and historic highway program visitor centers. STP-TE was incorporated into the Transportation Alternatives Program (TAP) in MAP-21.

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HIGHWAY PROJECT FUNDING SOURCES (Continued)			
Acronym		Definition	Description
F	STP Set-Aside (formerly TAP)	Surface Transportation Program Set-Aside (formerly Transportation Alternatives Program)	Provides set-aside federal funding for programs combined from the previous authorization, SAFETEA-LU, which are: Transportation Enhancements, Recreational Trails, and the federal-aid Safe Routes to School (SRTS). TAP funds may be transferred to NHPP, STP, HSIP, CMAQ or PL, or to the Federal Transit Administration for TAP-eligible projects. Under FAST Act, program's core elements and existing eligibilities are maintained. However, funds will no longer be a takedown of core programs. MPOs with over 200,000 populations may flex (transfer) half of funds for any STP-eligible project, but MPOs must distribute funds "in consultation with the relevant state."
F	SXF	Special Federal Earmarks	Special federal funding from congressional earmarks provided under ISTEA, TEA-21, and SAFETEA-LU.
S	*TIFF	Transportation Infrastructure Investment Fund	Formerly Economic Development, \$25 million state funds are reserved each year for transportation improvements associated with economic development opportunities. Decisions on how to utilize this funding will be at the discretion of the Secretary of Transportation.
F	TIGER or CTDG	Competitive Transportation Investment Generating Economic Recovery Discretionary Grants	Special federal economic recovery funding used to spur a national competition for innovative, multi-modal and multi-jurisdictional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, a region, or the nation.
S	**TTF	Transportation Trust Fund	Provides funding from the New Jersey Transportation Trust Fund.
S	*411/MTF	State Appropriations 411/Multimodal Transportation Fund	Competitive statewide program established by Act 89 of 2013 to provide grants to ensure that a safe and reliable system of transportation is available for the residents of the Commonwealth of Pennsylvania.

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TRANSIT PROJECT FUNDING SOURCES

<i>Acronym</i>		<i>Definition</i>	<i>Description</i>
S	**CASINO REVENUE	Casino Revenue	Provides state transit funding from the annual allocation of the 7.5 percent of the Casino Tax Fund appropriated for transportation services for senior and disabled persons.
S	*CB/ T-Bond	Capital Bonds	State funding used to match federal grants and support State funded initiatives.
F	**COPS	State Certificates of Participation	Federal funding freed up on existing COPS Notes substituting insurance policy for a cash reserve fund to guarantee payment to the note holders.
F	DRPA	Delaware River Port Authority	Delaware River Port Authority funds.
F	FTA FERRY	Federal Ferry Funds-FTA	Provides funding for the rehabilitation and/or development of ferry facilities throughout the state. It is discontinued in MAP-21.
F	HPP10	High Priority Projects	Special funding from congressional earmark provided under SAFETEA-LU.
F	HPP20	High Priority Projects	Special funding from congressional earmark provided under SAFETEA-LU.
F	JARC	Job Access and Reverse Commute Program	Provides funding for selected municipal plans that either increase job accessibility for the most disadvantaged members of the population, or facilitate reverse commute movements. MAP-21 has repealed this program, but transit agencies can choose to use their formula funds from Section 5307 (Urbanized Area Formula Grants) and Section 5311 (Non-urbanized Area Formula Program) to continue funding JARC projects.

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TRANSIT PROJECT FUNDING SOURCES (Continued)

<i>Acronym</i>		<i>Definition</i>	<i>Description</i>
<i>F</i>	NEW FREEDOM	FTA 5317 Formula Program	Provides funding for projects that improve public transportation services, and alternatives to public transportation, for people with disabilities beyond those required by the Americans with Disabilities Act of 1990. It has been merged with MAP-21's Section 5310 FTA Enhanced Mobility of Seniors and Individuals with Disabilities Program.
<i>S</i>	*SEC 1514	Act 44 - Asset Improvement Program	State Act 44 funding that is distributed to transit agencies based on their demonstrated need. Funding can be used for debt service payments, asset improvement projects, and acquisition of new assets.
<i>S</i>	*SEC 1515	Act 44 - New Initiatives Program	State Act 44 funding that is used to provide the framework to advance new or expansion of existing fixed guideway projects.
<i>S</i>	*SEC 1516	Act 44 - Programs of Statewide Significance	State Act 44 funding that fund programs such as Persons With Disabilities, Welfare to Work, Job Access and Reverse Commute, intercity passenger rail and bus services, community transportation capital and service stabilization.
<i>S</i>	*SEC 1517	Act 44 - Capital Improvement Program	State Act 44 funding that is distributed on a formula based on the number of passengers carried so that transit agencies will have a steady reliable stream of capital funding.
<i>F</i>	SEC 5303, 5304, & 5305	FTA Metropolitan & Statewide and Nonmetropolitan Transportation Planning	Provides funding and procedural requirements for the state and MPOs to develop transportation plans and programs; plan, design and evaluate a public transportation project; and conduct technical studies related to public transportation.
<i>F</i>	SEC 5307	FTA Urbanized Area Formula Grants Program	Federal Transit Administration Urbanized Area Formula Program provides funding for capital, planning, and JARC-eligible activities as well as discretionary passenger ferry grants. Systems with 100 or fewer buses in urbanized areas over 200,000 became eligible to receive funding for operating expenses in MAP-21, but Section 5307 funds can no longer transfer to highway programs.
<i>F</i>	SEC 5309	FTA Capital Assistance Program/ FTA Fixed Guideway Capital Investments Grants/ "New Starts"	Federal Transit Administration Capital Investment Program funding that provides for transit capital projects that meet specific criteria either by earmarks (5309D - 5309 Discretionary/5309B – 5309 Bus) or by apportionment under a formula that only includes New Starts in MAP-21. Fixed Guideway Modernization and Bus and Bus Facilities programs, which were previously funded by SEC 5309, are now funded in MAP-21's Sec. 5337 (State of Good Repair Program) and Sec. 5339 (Bus and Bus Facilities Program).

TRANSIT PROJECT FUNDING SOURCES (Continued)

	<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
F	SEC 5309D	FTA funds	Federal Congressional earmarks to projects.
F	SEC 5310	Elderly and Persons with Disabilities Program	Provides funding for the purchase of small buses or van-type vehicles with lifts for private or nonprofit agencies that serve the elderly and persons with disabilities.
		Enhanced Mobility of Seniors and Individuals with Disabilities Program	Provides funding for two programs merged from the previous authorization in MAP-21: NEW FREEDOM Sec. 5317 and previous authorization's Section 5310 Elderly and Persons with Disabilities Program.
F	SEC 5311	Non-urbanized (Rural) Area Formula Program	Provides funding for rural public transportation programs in areas with a population fewer than 50,000 according to the Census, including JARC-eligible activities from previous authorizations and in MAP-21.
F	SEC 5312	FTA Discretionary Public Transportation Innovation	Provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. Under MAP-21 this fund source contain the Low or No Emission Vehicle Deployment program.
F	SEC 5318	FTA Bus Test Facility	Provides funding for a bus testing facility to ensure new models offered for purchase will meet performance standards.
F	SEC 5324	Public Transportation Emergency Relief Program	Provides funding for capital and operating expenses to protect, repair, replace, or reconstruct equipment and facilities in danger of failing or have suffered serious damage as a result of a natural or man-made disaster that are not reimbursed by the Federal Emergency Management Agency (FEMA).
F	SEC 5326	FTA Transit Asset Management	Provides transit asset management and reporting requirements across FTA's grant programs to promote accountability.

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TRANSIT PROJECT FUNDING SOURCES

	<i>Acronym</i>	<i>Definition</i>	<i>Description</i>
<i>F</i>	SEC 5337	State of Good Repair Program	Provides dedicated formula-based funding for the replacement and rehabilitation of fixed guideway system and high-intensity motor-bus systems that use high-occupancy vehicles (HOV) lanes, including bus rapid transit (BRT), rail, and passenger ferries in order to maintain public transportation systems in a state of good repair. Projects must be included in a transit asset management plan.
<i>F</i>	SEC 5339	Bus and Bus Facilities Program	Provides formula-based funding based on population, vehicle revenue miles, and passenger miles to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities with a 20 percent local match requirement. This replaces the previous authorization's Section 5309 Bus and Bus Facilities program.
<i>F</i>	SEC 5340	FTA 5340 Formula Program	Provides additional apportionment of funding to the Urbanized Area Formula and Rural Area Formula programs in MAP-21 (Sec 5307 and 5311) as in previous authorizations.
<i>F</i>	SEC 5340-G	Growing States and High Density States Programs	Half of these funds are apportioned based on specific 15 year population forecasts and half are apportioned to urbanized areas within seven states identified in SAFETEA-LU, including New Jersey.
<i>S</i>	STATE	State Transportation Funds	Provides funding from New Jersey Transportation Trust Fund or the Pennsylvania State Motor License Fund.

OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY

Acronym	Definition
Advance Construction	Allows a State to initiate a project using non-federal funds while preserving eligibility for future Federal-aid funds. After an advance construction project is authorized, the State may convert the project to regular Federal- aid funding provided Federal funds are made available for the project
Allocation	An administrative distribution of funds for programs that do not have statutory distribution formulas.
AQ Code	Air Quality Code
ARRA	American Recovery and Reinvestment Act of 2009
AUC	Accrued Unbilled Costs - Costs on a project that have been accrued, usually during construction, but have not yet been programmed nor paid
CMP	Congestion Management Process
Contract Authority	A form of budget authority that permits obligations to be made in advance of appropriations.
CR	County Road
DB# or DBNUM	NJDOT Database or Project Number
DOT	Department of Transportation
DRPA/PATCO	Delaware River Port Authority/ Port Authority Transit Corporation
FAST	Fixing America's Surface Transportation Act (signed into law by President Obama on Dec. 4, 2015)
FHWA	Federal Highway Administration
Fiscal Constraint	A demonstration of sufficient funds (Federal, State, local, and private) to implement proposed transportation system improvements, as well as to operate and maintain the entire system, through the comparison of revenues and costs.
FTA	Federal Transit Administration
FY	Fiscal Year
Illustrative Projects	Additional projects that would be included in the adopted transportation improvement program if reasonable additional resources beyond those identified in the financial plan were available.
ITS	Intelligent Transportation Systems
MAP-21	Moving Ahead for Progress in the 21st Century (P.L. 112-141)


OTHER TRANSPORTATION ACRONYMS, CODES, AND TERMINOLOGY (Continued)

Acronym	Definition
IIJA/BIL	On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)) into law. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, and mass transit, water infrastructure, resilience, and broadband.
MPMS	Multi-Modal Project Management System; Note that MPMS# is PennDOT Database or Project Number.
MPO	Metropolitan Planning Organization
NJDOT	New Jersey Department of Transportation
NJTPA	North Jersey Transportation Planning Authority
Non-attainment Area	Any geographic area that has not met the requirements for clean air as set out in the Clean Air Act of 1990.
NRS	Not Regionally Significant
Obligation	Binding agreement or commitment by the federal government to pay for the federal share of a project's eligible cost and thus result in immediate or future outlays to the State. Funds are considered used when they are "obligated" even though cash has not yet been transferred to the State.
Obligation Authority	The total amount of funds that may be obligated in a year as determined by the Federal Highway Administration (FHWA) and adjusted by the State Department of Transportation.
Obligation Limitation	An annual Congressional restriction or ceiling on the amount of Federal assistance that may be obligated during a specific period of time. Controls the rate at which funds may be used.
Over programmed	Associated with the TIP/STIP in which the cumulative total of the programmed projects/project phases, by year, exceed the estimated revenues that are "reasonably expected to be available" to implement the TIP and/or STIP
PCTI	Pennsylvania Community Transportation Initiative
PennDOT	Pennsylvania Department of Transportation
Regionally Significant Project	A transportation project (other than an exempt project) that is on a facility which serves regional transportation needs including, access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves, and would normally be included in the travel demand modeling of a metropolitan area's transportation network.
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEPTA	Southeastern Pennsylvania Transportation Authority

SJTPO	South Jersey Transportation Planning Organization
STIP	State Transportation Improvement Program
TSM	Transportation Systems Management



190 N Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520
215.592.1800
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